BROADSIDES!

NAVAL ADVENTURING

d20 system

BROADSIDES

NAVAL ADVENTURING RULES

Authors:

Evan Bernstein
Celeste DeAngelis
John Faugno
Harald Henning
Inger Henning
Steven Novella
Joseph Unfried

Editors:

John Faugno
Steven Novella

Artists:

Cover: Jeff Himmelman

Interior: Marcio Fiorito
John Forish
Jeff Himmelman
Stephen Micheals
Milos Milic
Jose Pares
Michael Lee Viviano

Graphics: Robin Mazzola
Christina Schull

Art Director: Celeste DeAngelis

Copy Editor: Jennifer Bernstein

Special Thanks To: Larry Fitzgerald, Marc Gancsos, and David Kuhn

This product requires the use of the Dungeons and Dragons®
Player's Handbook, published by Wizards of the Coast®

The LI logo is a registered trademark owned by Living Imagination, Inc. Both the Twin Crowns fantasy world and the Lione Rampant fantasy live-action roleplaying world are intellectual property owned by Living Imagination, Inc. All Living Imagination characters, Character names, and distinctive likenesses thereof are trademarks owned by Living Imagination, Inc.
This material is protected under the copyright laws of the United States of America. Any reproduction or unauthorized use of the material or artwork contained herein is prohibited without the express written permission of Living Imagination, Inc.
This product is a work of fiction.

Visit Our Website at www.livingimagination.com

TABLE OF CONTENTS

INTRODUCTION 3

CHAPTER 1: NAVIGATION AND PILOTING 4
- New Nautical Skills 4
- Navigation & Piloting 5
- Nautical Instruments 6
- Maps & Charts 8
- Terrain 8
- Weather 9
- Using Wind Direction 10
- Winds of the World 11
- Seasickness 12
- Flying Ships 12
- Altitude 14

CHAPTER 2: SHIPS 15
- Ship Characteristics 15
- Ship Classes 19
- Ship Construction and Design 20

CHAPTER 3: THE VOYAGE 32
- Outline the Voyage 32
- Determine Weather 32
- Piloting (River or Coastline) 33
- Navigation (Open Ocean) 33
- Piloting (Open Ocean) 34
- Random Encounters 34

CHAPTER 4: NAVAL COMBAT 35
- Setup 35
- Ship Initiative and Engagement 35
- Tactical Ship Movement and Other Actions During Combat 36
- Attacking 39
- Ships Taking Damage 41
- Crew and PC Damage 42
- Armaments 42
- Catapults 43
- Ballista 43
- Cannon 43
- Drops 44
- Allocating Damage 44
- Towers and Arrows 45
- Rams 45
- Fireshooters 46
- Spells and Ship Damage 46
- Repairing Ships 46

CHAPTER 5: UNDERWATER ADVENTURING 47
- Aquatic Creatures 47
- Into the Water 47
- Depth and Temperature 48
- Abilities and Actions Underwater 48
- Items and Possessions 49
- Buoyancy and Holding your Breath 49
- Elements and Gases Underwater 49
- Taking Damage and Bleeding in the Water 50
- Underwater Vessels 50
- Underwater Ships 53
- Underwater Combat 53

CHAPTER 6: NAUTICAL EQUIPMENT 54
- Firearms 54
- Gunpowder 54
- Nautical and Underwater Equipment 55
- Surgical Supplies 57
- Weapons 58

CHAPTER 7: FEATS 61

CHAPTER 8: PRESTIGE CLASSES 64
- Harpooneer 64
- Marine 66
- Oceanic Sentinel 68
- Privateer 70
- Surgeon 72
- Sea Captain 74
- Sea Scout 76

CHAPTER 9: SPELLS AND RITUALS 78
- Spells 78
- Rituals 87

CHAPTER 10: NAUTICAL MAGIC ITEMS 93
- Armor 93
- Weapons 93
- Rings 94
- Rods 94
- Staffs 94
- Wondrous Items 94
- Cursed Items 96
- Minor Artifacts 96

CHAPTER 11: SEA CREATURES 98
- Ichthymus 98
- Orctopus 99
- Siren 100
- Helicorpion 101
- Tiger Dwarf 102
- Jonah 103

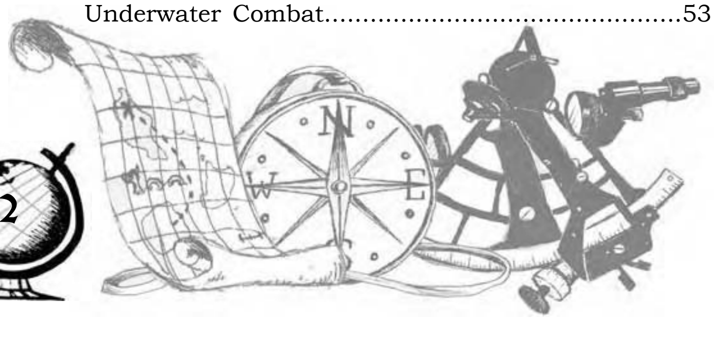
CHAPTER 12: NAUTICAL ORGANIZATIONS 104

CHAPTER 13: ADVENTURING 106
- Sample Encounters 106
- The Adventure of Captain McCrenshaw 111
- Famous Pirates 114
- The Ragged Corsair 114
- Big Mike Styles 115
- Sheila Grossman 116
- Famous Pirates Ships 118
- The Antilla Bussy 118
- Vanessa Rose 119
- Bright Hope 120
- A Complete Record: The Fortuna Urania 121
- Broadsides Ship Log of The Fortuna Urania 122

BLANK SHIP LOG 123

APENDIX ... 124
- Glossary of Nautical Terms 124

INDEX 126
- OGL 127

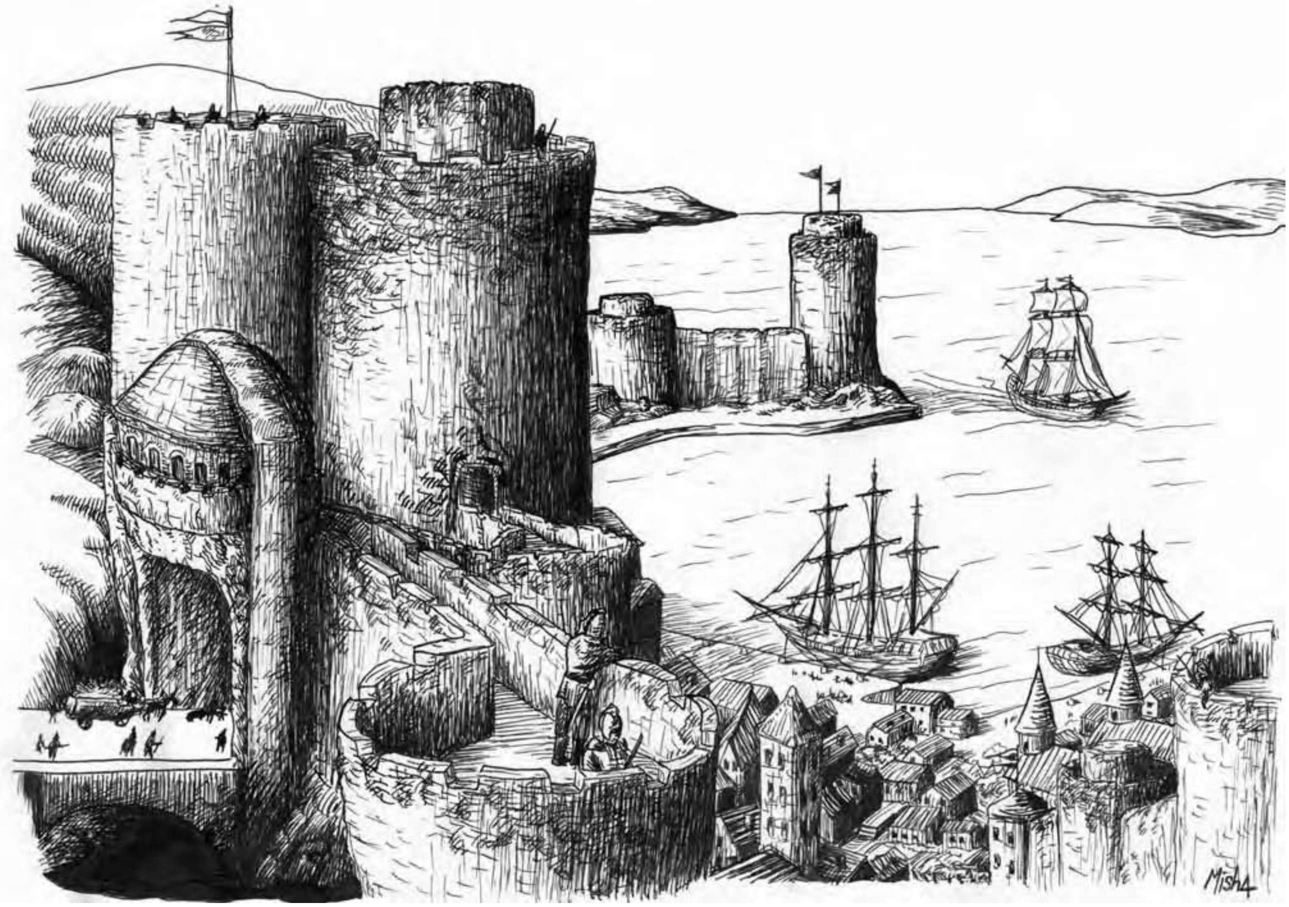


INTRODUCTION

The world of d20 fantasy takes to the open sea!

Ship captains sail the oceans, discovering and exploring new lands. Merchant vessels weave the people of the known world together in an intricate economic and social web. Naval vessels defend the trade routes from pirates and privateers, and engage enemy vessels in territorial battles. From time to time nations wage full-scale naval war with vast armadas. Explorers and treasure seekers venture into unknown waters, or even under the waves, in search of fame and fortune. Sleek vessels sail atop clouds as if they were the surface of the water.

Broadsides presents a comprehensive naval system, suitable for any d20 campaign, and is an expansion of the core naval rules presented in *Twin Crowns: Age of Exploration Fantasy*, also by Living Imagination, Inc. Within this book are rules for ship construction, sea travel, naval combat and tactical maneuvering, rules for underwater adventuring, and a host of new nautical skills and occupations. Also included are new spells, rituals, prestige classes, magic items, monsters and feats specifically designed to enhance any naval adventure. Ready-made sea-born adventures and encounters are presented, both as a convenient resource for GM's and to demonstrate some of the possibilities these new rules offer.



Fantasy campaigns can incorporate sea travel in many ways. Players may simply buy passage from one location to another, hugging the coastline of known territory at little risk, or they may travel across the ocean, the journey becoming an adventure in and of itself. Players may also decide to focus their adventuring on the sea by signing onto a merchant vessel or chartering one of their own. Perhaps the heroes and patriots in the group may wish to become privateers, or the more nefarious parties might even decide to become pirates, seeking their fortune on the open seas, hunting down lost treasures or hidden islands, and keeping one step ahead of the authorities.

Broadsides is not a campaign setting, but a rules supplement. The naval rules are intended to be usable in a broad range of campaigns, from ancient and technologically primitive civilizations, to medieval monarchies, all the way to the age of exploration and beyond. Ships from all eras are described, including comprehensive rules for gunpowder and cannon. With these rules GM's can open up new avenues of adventure for their players, or even base an entire campaign on the open sea.

Chapter 1:
Navigation & Piloting

New Nautical Skills

Players who decide to make a career on the seas may wish to take naval skills. There are five new naval skills: Profession (navigator), Profession (pilot), Profession (sailor), Profession (artillerist) and Sea Legs. Sailors are skilled in basic seamanship and the everyday tasks of working on a ship. Navigators are skilled in charting courses across the sea, using charts, telescopes, and other instruments. Pilots are skilled in steering and controlling a ship. All three skills are professions, and so are class skills for all standard classes except fighter and barbarian, for which they are cross-class skills. Sea Legs is the skill of maintaining balance while standing on the pitching deck of a ship. Sea legs is a class skill for bards, monks, paladins, rangers and rogues, and cross-class for barbarians, clerics, druids, fighters, sorcerers and wizards.

Profession: Artillerist (Int.; Trained only)

Use this skill to load, aim, and fire cannons.

Check: Aiming and firing a cannon requires a skill check in Profession (artillerist). The skill check, however, functions like an attack roll, with the total adjustments equaling the attack bonus. When an artillery crew fires a cannon, the crewman with the highest total adjustments in Profession (artillerist) makes a skill check against the DC of the target. Immobile targets have a DC of 5, adjusted for their size. A mobile creature has a DC equal to its AC minus any physical armor, but plus a bonus as if its size were two categories smaller. Most cannons, however, cannot be effectively targeted at mobile targets (exception - light swivel-mounted cannon) due to the difficulty of aiming and timing the cannon's fire, unless the target remains at the same targeting angle for at least one full round (for example - is charging straight at the cannon). For cannon fire at a ship, the DC is given in detail in *Chapter 4 - Naval Combat*.

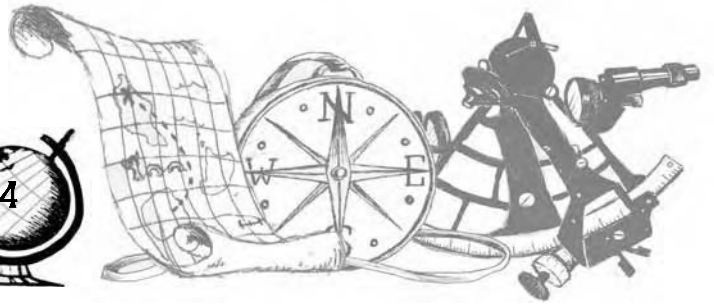
Profession: Navigation (Int.; Trained only)

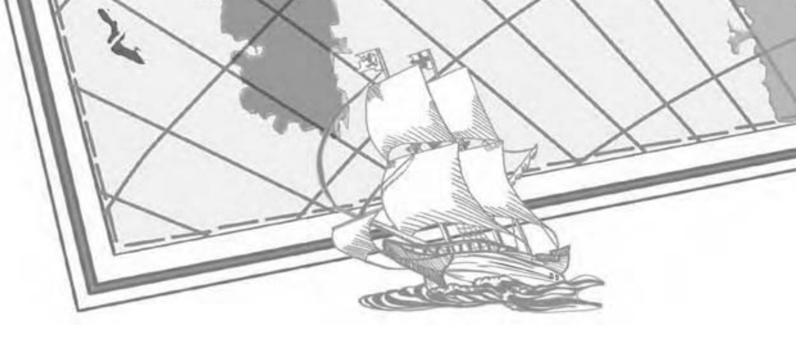
You use this skill to navigate a ship across open ocean. This skill includes the knowledge required to navigate a ship from one location to another out of sight of land as well as knowledge of how to read navigational charts, and how to use navigational devices such as telescoped and sextants

Check: You may use this skill to determine your location (DC 15), and navigate out of eyesight of coastline - across open waters (DC 20). Boats that travel on rivers do not require navigation. Navigators may attempt to determine their location at any time. Each such attempt takes 10 minutes, and may be done in one of two ways. When within sight of land, either by naked eye or with a telescope, you may determine your location if you are familiar with the area or you have an accurate map. If you are on the open seas, you may also determine your location using a sextant and a map, which requires moderately clear skies.

Profession: Pilot (Int.)

You use this skill to pilot any ship. Piloting the ship usually means controlling the ship's rudder by using the captain's wheel or determining which banks of oars should row at which speed. On larger ships, the pilot is the one that determines the actions of the ship, shouting the orders to the proper crewmen to execute the maneuvers correctly, while a pilot can also be alone in a rowboat. The pilot is the person whose skill and





knkowledge allows her to perform duties to control the ship or to give orders to crewmen.

Check: Checks must be made whenever a pilot must make a maneuver. The base DC for maneuvering a ship depends upon the ship and the crew. Each ship has its own DC depending upon how large and complex the ship is and how well crewed it is. There are also a number of situational adjustments, such as weather and the difficulty of the terrain.

For any voyage, the pilot must make a skill check for each "leg" of the journey. If the check is successful then the pilot has successfully directed the ship to the desired location. If the check failed then the ship will be off course (see below for more details).

Another situation that requires a skill check is whenever the ship must be steered around or through an obstacle, including other ships. Therefore, if the ship must be piloted through a dangerous reef, the pilot must make a piloting skill check (base DC determined by ship and crew + an adjustment for the difficulty of the reef and any other situational adjustments). Also, if two ships are approaching each other and preparing for combat, then each pilot may make an opposed check to see which ship gains the advantage in positioning. The same occurs if one ship attempts to ram the other (see Rams section in *Chapter 4 Naval Combat:* for more details).

Special: Those with five or more ranks in Intuit Direction gain a +2 synergy bonus to skill checks in Profession (pilot).

PROFESSION: SAILOR (Dex.)

Use this skill to sail boats and ships, either by yourself or in cooperation with other sailors. The sailor skill incorporates knowledge of the various parts of a sailing ship and how they work. Sailors are able to sail small one-person boats or serve as part of a crew on a large sailing vessel. This also includes basic skill in being an oarsman.

Every boat and ship has a rating that indicates the minimum number of sailors that are required to sail the vessel, and also the minimum number of ranks a sailor must have to function on the ship. For example, a medium sized ship may require a minimum of 5 sailors each with a minimum of 6 ranks in the skill.

Check: There are two types of skill checks that sailors need to make, individual and crew. Individual sailors do not have to make checks in order to carry out the normal components of ship duty. They may, however, have to make a skill check when attempting to perform a special or unusual task, for example climbing the mast in order to rescue a passenger who is tangled in the rigging.

The crew of a ship may also be required to make a collective crew skill check during certain situations, in order to avoid a bad outcome, or to perform a special task. A collective crew check uses the average skill of all of the relevant crew. For example, if the hull of the ship takes a certain amount of damage, the crew may need to make a collective skill check in order to avoid sinking. If the crew is 20 men, the skill check is made using the average skill level of those 20. Severe weather conditions also may require the crew to make a crew skill check to avoid sinking.

SEA LEGS (Dex., General)

Use this skill to maintain balance while on the deck of a pitching ship.

Check: Sea Legs checks are required to perform a task on the deck of a ship in any sea condition other than calm, though a skill check is not necessary if you are merely trying to hold on, without performing any actions. Fighting, spellcasting, or even just walking across the deck, however, requires a skill check. If the skill check is failed, then you have fallen to the deck and lose your remaining actions for that round. Standing up requires a move-equivalent action, and another Sea Legs skill check. If this roll is failed, you again lose your footing and lose all of your remaining actions for the round. If the roll is successful you may act freely that round. You must make a successful Sea Legs skill check every round to take any action other than standing still.

The DC of a Sea Legs skill check depends upon the condition of the seas.

Special: Both the Sailor and Balance skills have synergy with this skill, so that if you possess 5 ranks in either of these skills you gain a +2 synergy bonus for skill checks in Sea Legs. These bonuses stack.

NAVIGATION & PILOTING

Sea voyages may be along a coastline or across open seas. Both carry their own dangers. Waters near a coast are often fraught with dangerous currents and reefs. A pilot familiar with the area is highly valued for such travel. Travel across oceans opens the world to exploration but requires the knowledge of how to navigate the winds and currents of the world lest the ship gets lost. Skilled navigators and pilots are in high demand and can often command a very high price for their services. Most ship captains have some skill in both navigation and piloting. Large military and merchant vessels, however, will often employ expert navigators and pilots to assist the captain in these duties.

Skilled vs. unskilled navigation and piloting: Unskilled checks for piloting can be made, depending upon the size and complexity of the ship. Every ship has a DC assigned to it, indicating how difficult it is to pilot. Most large and complex sailing ships have a DC of greater than 20, and therefore unskilled checks in piloting are usually futile. For some small boats, such as a rowboat, the DC may be as low as 10, so anyone could make a reasonable attempt at piloting it. Unskilled pilots gain no benefit from any nautical instruments (see below). The only exceptions to this are maps. Unskilled piloting with any map provides no penalty or bonus to the skill check, as opposed to the -5 penalty for piloting with no map.

Unskilled checks cannot be made in navigation.

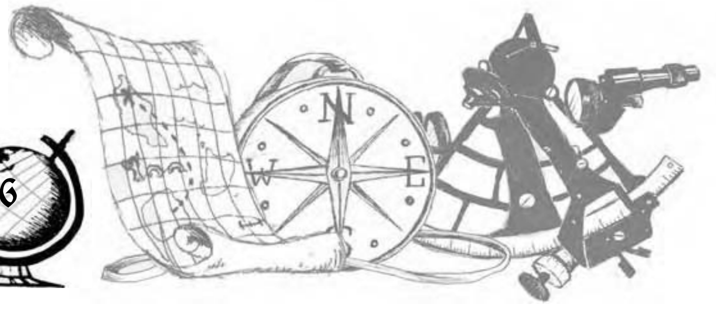
Sailing on rivers, along coastline, and across open ocean: The Navigation skill is not necessary along rivers or coastlines. Pilots simply follow the terrain and use maps or their knowledge of the land in order to tell where they are going. However, pilots do not possess the skills to plan navigation across open ocean, although they do have the ability to maintain a course on the open ocean as specified by the navigator. The specialized skills of navigators are used to plot courses across open ocean. Navigators cannot generally navigate across open ocean without instruments. They usually need at least a chart specifying prevailing winds and currents, a sextant and a compass, as well as a log-line (rope with knots) to estimate the ship's speed.

Pilots do not require instruments to pilot, either in rivers, along coastline, or even across open ocean. They do gain significant benefits from instruments, however, and therefore may find blind piloting very challenging.

Long-distance voyages: Navigation across open ocean is both treacherous and straight-forward. Sailing in known territory, where many years of experience and several voyages have gathered the knowledge of the prevailing winds and currents in all seasons is a difficult job requiring training in the navigation skill, but it is a known danger. The navigator will depend greatly on his own knowledge as well as charts and maps of the area. Based on his port of departure and his destination, the navigator will plan a route that will take advantage of the winds and currents. On average, this route will be from 30% to 60% longer in distance than a straight line, but it will likely be the shortest in travel time. His tools will allow the navigator to determine his latitude (fairly accurately), and his longitude (this will most likely be guesswork). Unless by ill fortune the ship runs into a storm, pirates, or some monster, the voyage is very likely to be completed safely.

Long sea voyages by sailing vessels are almost exclusively navigated based on the prevailing winds. A GM who wishes to incorporate extensive sea voyages into his campaign should chart the major prevailing winds and currents of his world's oceans. These may change seasonally, or even through some magical effect. The sailing routes and times will largely be determined by these patterns.

On the other hand, sailing into unknown regions is vastly more dangerous not only because of the sudden hazards that may be encountered there but also because, depending on the sailing conditions, a ship may never be able to make its way back before its food stores run out. Without knowing the prevailing winds and currents in an area, only the true explorer will dare to stray far from the known sailing routes.



Piloting without navigation: It is possible to pilot a ship across open ocean without navigation although you have no way of determining your position and are at the mercy of unknown prevailing winds and currents. Therefore, once the ship has left sight of coastline you are technically lost. The exploration of new territory often involves slow and painstaking progress along a coastline, made even more dangerous if prevailing winds would prevent you from sailing back along the coastline.

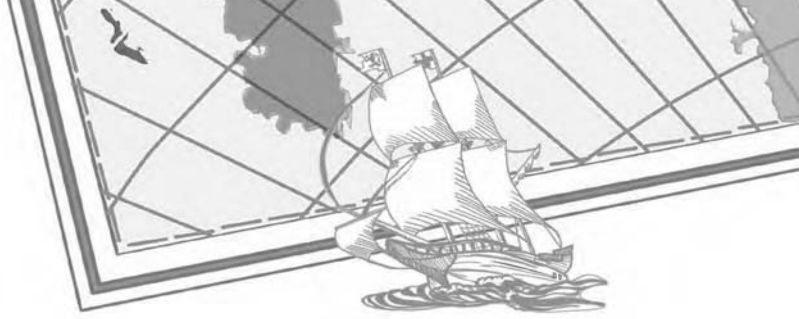
Without Navigation you can still attempt to pilot in a direction, although not to a specific destination. A piloting skill check (DC 20) is then made each day (the GM may elect to make this skill check each week for longer voyages) to see how successful you are in maintaining the chosen direction. Without the benefit of a compass, pilots may choose only north, south, east, or west. With a compass, pilots may choose their direction more precisely. They may choose east, east northeast, northeast, north northeast, north, etc. Pilots also gain the +2 benefit of using a compass toward their skill check.

If the skill check is failed, the direction of the ship will be off $^{1}/_{16}$ of a full circle, plus $^{1}/_{16}$ for every 2 points by which the check failed. If the pilot intends to sail northeast and fails the skill check by 4, he will be sailing $1+2={}^{3}/_{16}$ of a circle off course. This will be either north by northwest or east by southeast (determine randomly). The most a pilot can be off course is $^{8}/_{16}$ of a circle, which is in the opposite of the intended direction.

Nautical Instruments

The instruments of navigation and piloting are rare and expensive and are therefore carefully guarded treasures of navigators, pilots, and ship owners. Below are the instruments that are used to navigate and pilot ships, and their effects. Also see *Chapter 6: Nautical Equipment* for more information.

Compass: The GM must determine how and if compasses function in the world. Most campaigns based on an Earth-like planet where the normal rules of physics largely apply have a magnetic north, which is often very close to true north. A compass then allows a pilot to determine his direction even without other references. If compasses don't exist in the campaign, the GM should determine what other methods of determining direction are used. These could be common ones, such as star constellations, or of a magical nature. Compasses or similar instruments that point to a single direction add a +2 circumstance bonus to skill checks for piloting across open ocean. Compasses are also used by navigators for determining location and plotting courses. Compasses used at sea are very expensive because they must be encased in



glass with either pressurized air or fluid to reduce unwanted movement caused by the ship's motion.

Sextant: The sextant is an instrument used for astronomical navigation. With it a navigator may determine his absolute latitudinal position. The instrument can only be used during weather with little or no cloud cover. Sextants provide a +2 circumstance bonus to Navigation skill checks when travelling across open ocean. With a chart and a log of distance traveled, they also allow for a navigator to discern his approximate position even when completely lost and without other references (DC 15).

Octants and quadrants are similar to a sextant in design and function. Their names derive from the portion of a circle used on their index. Astrolabes, back-staffs, and cross-staffs are slightly more primitive instruments used to measure the height of an object above the horizon. They are less versatile and less precise than sextants, and therefore provide only a +1 circumstance bonus for Navigation skill checks.

Spyglass & Telescope: Spyglasses and telescopes magnify images, allowing pilots to see at greater distances than is possible with the naked eye. Spyglasses magnify images two times, so that objects appear to be twice as close, or twice as large. Telescopes are of higher quality than spyglasses and magnify images four times. These instruments provide no benefit to navigating across open ocean but are very useful to pilots (+1 to skill check for spyglasses and +2 for telescopes). GMs may also allow for more powerful telescopes, with appropriate bonuses to piloting, but such bonuses to piloting from a telescope should not exceed +4.

Because of the curvature of the surface of the world, the maximum distance at which objects can be seen depends on both the height of the object and the height of the viewer. In clear weather, and for large objects, this is the limiting factor. For simplicity, we will consider the height of the viewer to be either deck level, in the crow's nest (about 50 feet) or flying high above the surface. Objects will be divided into medium, such as a rowboat or medium-sized creature in the water, ships, and land. Double or halve distances for each size category away from medium, but do not exceed distance limitations listed for ships.

TABLE 1-1: VISIBILITY

Viewer	Medium*	Ship*	Land*
Deck	1	6	10
- Spyglass	2	6	20
- Telescope	3	6	40
Crow's nest	1	12	15
- Spyglass	2	12	25
- Telescope	4	12	50
Flying high	1	16	30
- Spyglass	2	28	40
- Telescope	4	42	60

* Distance in nautical miles. Assumes clear weather.

For large ships, spyglasses and telescopes do not necessarily increase the distance at which they can be seen, since the limiting factor is the curvature of the water's surface, not the ability to resolve the ship itself. However, the ability to see detail will be increased. For example, a ship's colors can be recognized from a distance of 1 mile, 2 miles with a spyglass and 4 miles with a telescope.

Timepiece: Accurate timepieces are the most recent and most sophisticated instruments of piloting. While rough estimates of distance traveled can be calculated using the estimated speed of the ship and the time spent traveling, the total becomes increasingly inaccurate over a long voyage due to the difficulty of determining the exact speed and direction of a ship's travel. The ship's current latitude can be determined fairly accurately and easily with a sextant. However, the longitude presents a more difficult challenge. An accurate timepiece allows a pilot to know the exact time in the port of origin of the ship. Marking the exact time of local noon (when the sun is at its highest point), and noting the difference from the time recorded by the timepiece then allows for the longitudinal calculation of distance traveled. A timepiece must keep very exact time to provide good estimates, since a difference of only several minutes corresponds to 100 miles on an Earth-sized planet.

Timepieces vary in quality and technological advancement. Hourglasses (+1 bonus to piloting skill checks) were available even in ancient times, and therefore will likely be available in any campaign. Hourglasses allow a rough estimate of ship speed, and therefore allow for a rough guess of longitude. Medieval campaigns may add primitive pendulum clocks that became more sophisticated throughout the Renaissance period (+1-+2). Pendulum clocks do not work well on board the pitching decks of ships, and therefore were very unreliable at sea. The GM should make a saving throw (DC 10 + weather DC) for pendulum clocks on ships at sea for each week of travel. If the save fails, then the clock will be off by 5% for each point by which the save failed. Determine whether the clock runs fast or slow (50% chance of either). This error accumulates from week to week. If the clock fails by 10 or more, then it has broken and stopped working altogether.

Advanced clocks that function by use of a complex and self-contained spring mechanism were developed in the late 1700s, and therefore will likely only exist in campaigns that incorporate this level of technology. Such clocks provide a +3 to piloting skill checks, do not have to make any saving throws for ship travel, and allow a pilot or navigator to accurately calculate their current longitude. GMs may also allow for magical timekeeping items, but the maximum bonus to piloting for such items is +3.

Maps & Charts

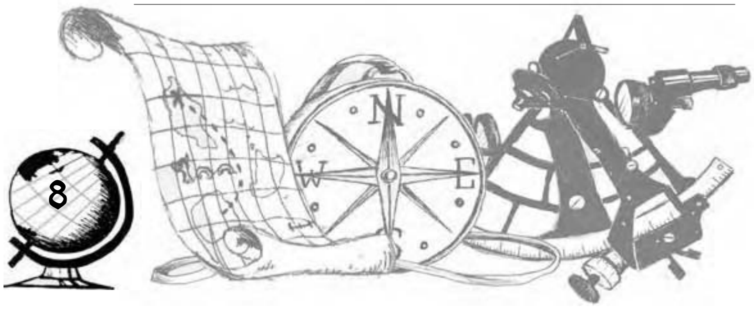
Maps are invaluable to both pilots and navigators. For pilots maps show the details of a coastline or a river, the location of hidden reefs or shallow channels, and the distance between landmarks such as ports and islands. For navigators, charts also show longitude and latitude, measures of distance, and the location of currents and wind directions. Sophisticated navigational charts may also show rhumb lines, which are guides for navigators to plot the shortest course between two locations.

Navigating and piloting without a map incurs a -5 penalty to skill checks. Access to even a crude map, if it is reasonably accurate, will eliminate this penalty. Quality maps may then provide, to those with ranks in pilot or navigation, bonuses to the skill check from +1 to +10, depending on the quality of the map and the amount of detail that it shows. Very high quality maps are rare and expensive items, and many cultures do not even possess the navigational and cartographic knowledge to produce them. Quality maps designed for nautical use are usually referred to as charts.

> "Some say I rely too heavily on the tools of the trade, but give me an accurate chart and a well-made compass and I'll navigate the oceans without ever leaving my cabin."
>
> ~ *Capt. Antoine Milleneau*

Table 1-2: Terrain Modifiers to Pilot DC

Location	Minimum Terrain Modifier
Open ocean	0
Near island	2
Along coastline	2
Icebergs	3
Deep river	3
Shallow river	6
Reef	6



Terrain

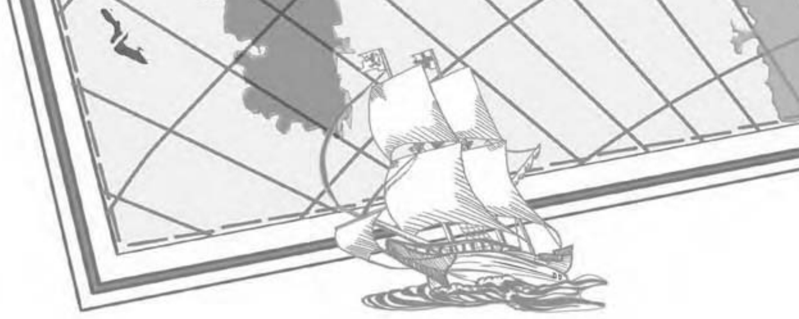
Terrain may present a considerable hazard to ship travel. Rivers may become too shallow, large rocks may hide just under the waves, strong currents can drag ships off course, and a large reef can trap even the largest of ships. Terrain represents a challenge to pilots, who must steer around hazards. Terrain is designated from 0 (no hazard) to 10 (deadly). The GM must determine the difficulty of the terrain in any part of a voyage, but the table below provides the minimum terrain modifier in various locations. The terrain modifier is added to the DC for piloting skill checks.

Ice: Ice will be a common hazard to ships traveling in cold climates, and magically created ice may threaten a ship in any clime. Ice has a hardness of 0 and 3 hit points per inch of thickness. Therefore, a 1 foot sheet of ice will have 36 hp per 10 ft. square. Ships trying to plow their way through ice will deliver ramming damage as per the ramming rules under Naval Combat in Chapter 4 (e.g. ships without rams deliver a base damage of 1d4 per 100 hull hit points multiplied by the ship's speed in knots). The ship's momentum will carry it through an amount of ice determined by the amount of ramming damage that it does. For example, a ship with 200 hull hit points hitting a floe of ice 3 inches thick at 6 knots will do 6x2d4 or 12d4 damage. If an average damage of 28 points is done, the ship will break through 28 hit points worth of ice. Ice 3 inches thick has 9 hp per 10 feet, so the ship will break through 30 feet of ice.

A ship ramming into ice will take the same amount of damage to its hull that it did to the ice. However, this damage will not be delivered all at once but in 10 foot increments. Therefore, in the example above, the ship will take 9 hp of damage three times followed by the remaining 1 hp of damage for a total of 28 hit points. For each increment the hardness of the hull will be subtracted from the damage taken. Therefore, a ship with a hardness of 9 or greater can break through 3 inches of ice and take no damage. Likewise a ship with a hardness of 9 plowing through 4 inch ice will take 3 hp of damage per 10 feet of ice through which it breaks.

Once a ship has rammed through a distance of ice determined by the ramming damage it has done it will come to rest. If the ship can ram through enough ice to break through to the other side then it will have lost some, but not all, of its speed. Subtract the damage actually done to the ice from the ramming damage rolled and then divide this number by the damage rolled. This will give you the fraction of momentum retained. Multiply this fraction by the starting speed of the ship to arrive at the speed the ship will be going when it breaks through to the other side of the ice.

Sailing ships can sail through ice if it is not too thick. Subtract 1 knot from the maximum speed of the ship for each inch thickness of ice through which it is trying to sail. This assumes that the ship is breaking up the ice in front of it as it propels through the ice. The ship will therefore take 3 hp of damage



per inch thickness of ice per 10 feet through which it propels. Ships can only row through very thin ice. As with sailing, subtract the thickness of the ice in inches from the cruising speed of a rowed ship. When the cruising speed reaches zero, the ship can no longer be effectively rowed. Also, under no circumstance can oars function in ice greater than 3 inches thick.

Weather

While adventuring on the sea, weather becomes critically important. In addition to the effects of weather described in *Core Rulebook II*, the effects of the weather on both the sea and the ship must be considered. The following is a supplementary system for factoring weather into sea travel. Table 3-19 in *Core Rulebook II* describes how to determine random weather in various climates. Table 1-3 is a supplement to the table for determining weather at sea. For other effects of wind, precipitation, and weather refer to *Core Rulebook II* under Weather Hazards and Weather.

The Weather DC listed in the table is used to determine several factors. Use this as the base DC for Concentration checks when casting spells on the deck of a ship, adding the level of the spell being cast. If below decks, then subtract 5 from this base DC. If you have failed your Sea Legs skill check (see Table 1-3) while casting a spell, add a -10 circumstance penalty to the Concentration skill check.

In addition, the Weather DC is the base DC for skill checks in Sea Legs. Skill checks in Sea Legs should be made whenever a character attempts a difficult action, such as fighting, on a ship in anything other than calm conditions. Failing the skill check in Sea Legs means that you have fallen to the deck, in which case you will lose your action that round. Standing back up takes a move equivalent action and requires a successful Sea Legs skill check. Failing this check causes you to lose any remaining actions for that round. Each round of activity (doing anything other than just trying to keep your balance) requires another Sea Legs skill check. A successful Sea Legs skill check means that activity can be carried out as normal for that round.

The crew of a ship does not have to make a Sea Legs check in order to carry out the normal functions of the ship. They do, however, have to make a collective Sailor skill check to see if the ship came to any harm due to adverse weather. The base DC for this check is the Weather DC listed in Table 1-3 below. The bonus to the skill check for the crew is determined based upon several factors. See *Chapter 2: Crew*, for more details. If the crew makes a successful skill check, then the ship has come to no harm and remains on course until the next weather roll is made. If the weather crew skill check is failed, then consult Table 1-4 to determine the adverse effects.

Table 1-3: Random Weather at Sea

d%	Weather	Seas	Wind	Visibility	DC
01-05	Becalmed	Calm	No wind	Normal	0
06-70	Normal weather	Calm	Light wind	Normal	0
71-75	Abnormal weather	Choppy	Moderate wind	*Normal	6
76-80	Windy	Very choppy	Strong wind	Normal	10
81-85	Inclement weather	Rough	Strong wind	Normal	14
86-90	Severe weather	Very rough	Severe wind	Normal	18
91-95	Storm	Stormy	Severe wind	1/2	22
96-99	Severe storm	Very stormy	Windstorm	1/4	26
00	Powerful storm	Squalls	Hurricane	5 ft.	30

* Roll d%, 01-30 means that there is fog (2d4 hours), visibility is reduced to 5ft.

Table 1-4: Adverse Weather Effects

Failed by	Miles off course (per day of weather)	Sail/Rigging Damage (%)**	Hull/Deck Damage (%)**	Chance to Founder (unable to sail)	Chance to Sink
1	(*DC/2) + 1d10	DC/2			
2-3	DC + 2d10	DC + 1d10		10%	
4-6	(DC/2) x 1d6	DC + 2d10	DC/2	30%	10%
7-9	DC x 1d6	DC + 4d10	DC + 1d10	50%	20%
10-12	DC x 2d6	DC + 8d10	DC + 2d10	80%	50%
> 12	DC x 2d6	DC + 8d10	DC + 4d10		100%

* DC is the weather DC from Table 1-3, including the +10 adjustment if the sails were not reefed in Strong Winds or worse.

** Damage is given as a percent of the total HP of the sails/rigging or hull/deck.

Using Wind Direction

Keeping track of the direction of the prevailing wind is an essential element of nautical adventuring, as it largely determines the route that will be plotted by the navigator as well as the speed with which progress is made. Note that this does not mean that the GM must know the exact wind direction and speed at every point in the voyage. Rather, the GM should identify the major prevailing winds and currents of the area beforehand. Then, for each leg of a voyage – as determined by the GM – a weather roll can be made to potentially modify the prevailing conditions. If the weather does not result in Normal conditions, then the wind direction has a 50% chance of being from a randomly determined direction as opposed to the normally prevailing direction. In areas with Variable winds, the direction is always random.

In nautical terminology, wind direction is always described as the direction the wind is coming from rather than to. Therefore, an easterly wind is heading from the east towards the west. When describing ship direction with respect to wind direction the term “off the wind” is used to refer to the amount by which a ship’s heading (the direction in which the ship is moving) differs from wind direction (the direction from which the wind is coming). Therefore, if a ship is heading zero degrees off the wind, it is heading directly into the wind, while at a heading of 180 degrees off the wind it has the wind directly at its back.

This section describes how to determine the average speed of a sailing vessel over the course of one leg of a voyage. The variables that determine this average speed are: the ship’s maximum speed (a characteristic of each ship class), whether the ship is square rigged or lateen rigged (see *Chapter 2* for more information), wind direction, wind speed, and wind pattern (westerly, variable, stormy, etc.). In order to calculate the distance traveled by a ship per day, the average speed is multiplied by its average time of travel per day. For travel time, only daytime hours should be considered in general, since ships are very rarely crewed to more than one shift (see *Chapter 2* for more details).

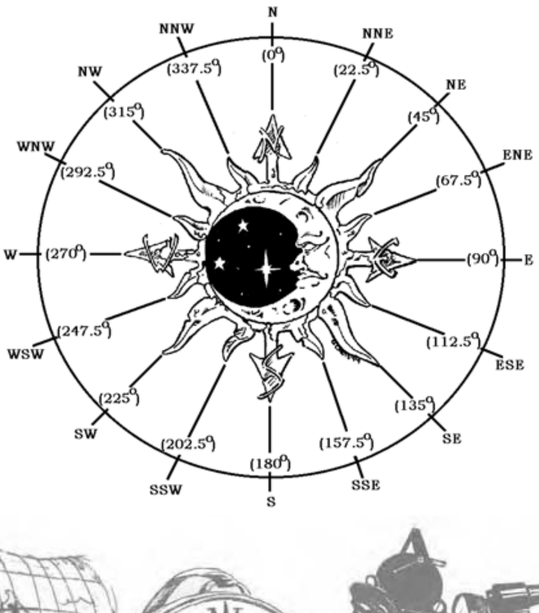


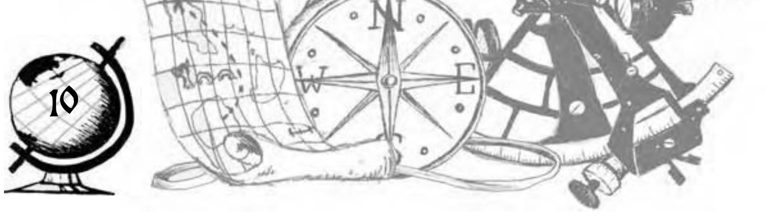
Table 1-5: Random Direction

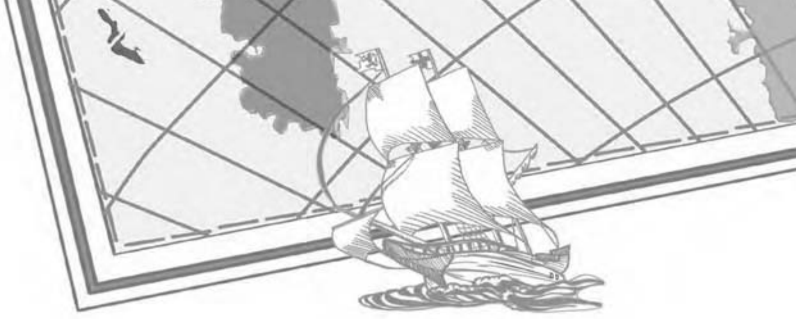
d20	Wind Direction	Clockwise from North
1	North	0.0 degrees
2	North northeast	22.5 degrees
3	Northeast	45.0 degrees
4	East northeast	67.5 degrees
5	East	90.0 degrees
6	East southeast	112.5 degrees
7	Southeast	135.0 degrees
8	South southeast	157.5 degrees
9	South	180.0 degrees
10	South southwest	202.5 degrees
11	Southwest	225.0 degrees
12	West southwest	247.5 degrees
13	West	270.0 degrees
14	West northwest	292.5 degrees
15	Northwest	315.0 degrees
16	North northwest	337.5 degrees
17-20	Roll Again	

Consult Table 1-6 in order to determine the ship’s adjusted maximum speed (effective ship speed in the desired direction) according to the prevailing wind speed and direction for each leg of the voyage. For wind speeds of strong or greater, the speed adjustments in the Table assume that some sail is being used in order to propel the ship. This is inherently dangerous, as is indicated by the Weather DC. For weather conditions of storm or worse, sailing is so dangerous that there is a -10 circumstance penalty for all skill checks (piloting, sailor, sea legs, etc.) against the weather DC. If all sails are furled then the -10 penalty is not incurred; however, the ship is then not sailing. In this situation the ship will simply be blown in the direction of the wind. Use the weather DC from Table 1-2 to determine the speed at which the ship is being blown in the direction of the wind. Multiply this by the duration of that weather pattern (1d4 days).

Table 1-6 reflects the fact that a moderate wind is optimal for sailing, and is sufficient for a sailing ship to achieve the maximum speed allowable by its design. For winds stronger than moderate, it is assumed that some sails are being reefed to maintain maximum speed without risking the ship capsizing or foundering. It is simply not possible to exceed the speeds given in the Table just by using more sail.

Whenever a sailing ship is traveling mostly into the wind (less than 60 degrees off the wind), it is required to do a lot of tacking. Tacking is the technique of zig zag sailing in order to make progress into the wind, since it is not possible to sail directly into the





wind (<60 degrees). This is reflected by the significant decrease in the ship's adjusted maximum speed according to Table 1-6. In order to tack effectively without rapidly bringing the crew to exhaustion, a ship must have a clear corridor at least 5 miles wide for square rigged and 3 miles wide for lateen rigged.

The final variable to consider in order to determine a ship's average speed for a given leg of a voyage is the wind pattern (see the next section, Winds of the World for more details). If sailing in a variable wind pattern, a ship's average speed in the desired direction will be ½ its adjusted maximum speed. This reflects the need for changing direction, making adjustments for changes in the wind, and the fact that the prevailing wind speed and direction is only an average for that leg of the journey. If, however, a ship is sailing in a stable wind pattern (a trade wind, for example) they may be able to count on a steady wind in one direction. In journey legs along stable wind patterns, the average ship speed will be equal to its adjusted maximum speed.

For tactical ship movement, which is necessary to be considered in situations such as combat or passage through a narrow straight, the GM should determine the wind direction and wind speed at that time. This should be based on the previously determined conditions of the current leg of the voyage, with some variation left to the discretion of the GM.

WINDS OF THE WORLD

The GM should decide on the prevailing winds and currents in the campaign world. While this is, of course, entirely up to the GM, we will describe the general patterns prevalent on a planet such as Earth. The direction of the prevailing winds is largely determined by the rotation of the planet. The most important bands are the Trade Winds and the Westerlies. The Trade Winds blow in two broad (2000 mile wide) bands – one band in the northern hemisphere, with a prevailing wind from the northeast, and one band in the southern hemisphere, with a prevailing wind from the southeast. The Trade Wind bands can be found between roughly 5 and 35 degrees latitude. Between these two bands can be found the Doldrums – a dreaded band of several hundred miles around the equator where a ship can be marooned with hardly any wind for many days. The Westerlies blow steadily from the west, and can be found in the very high northern and southern latitudes. Depending on the continents and the warmth of the planet, these passages may be impossible to navigate, as they are blocked by land or ice.

Other areas of the oceans can have variable winds, often stormy. The GM may assign a penalty to the Weather roll in such areas, perhaps even with a seasonal dependency. There are also prevailing coastal winds, which generally have the most seasonal variations. However, they will play a very important role in the navigation of any ships sailing along that coast.

Finally, the GM should place major currents in his oceans. Where the winds are not favorable, a navigator will often make use of a good current and just let the ship drift until it reaches more advantageous winds. In any case, a navigator will avoid fighting a current, but will rather seek to get a boost from it.

Cross-ocean voyages are usually navigated using the prevailing winds so that the ship is always sailing with the winds instead of into them. This naturally

TABLE 1-6: SHIP SPEED AND WIND SPEED & DIRECTION

	Adjustment to Maximum Speed According to Wind Speed				
Heading Degrees Off the Wind	No Wind	Light	Moderate	Strong/Severe	Windstorm/ Hurricane
180-150					
Square rigged	x0	3/4	+1	+1	+2
Lateen rigged	x0	2/3	x1	x1	+1
149-90					
Square rigged	x0	2/3	x1	x1	x1
Lateen rigged	x0	2/3	x1	x1	x1
89-60					
Square rigged	x0	1/2	2/3	1/2	1/3
Lateen rigged	x0	1/2	2/3	2/3	1/2
59-0					
Square rigged	x0	1/4	1/3	1/4	x0
Lateen rigged	x0	1/3	1/2	1/3	x0

generally results in a course that is not a straight line between origin and destination. In fact, the trip back home usually takes a very different path than the trip there.

Seasickness

Seasickness is the scourge of ocean travel. It results from constant motion of the ship on the water. The symptoms of seasickness are dizziness and severe nausea and vomiting. Those suffering from seasickness are considered incapacitated, meaning that they cannot engage in combat, cast spells, or perform any skills. Communication and slow movement are possible, however. It is difficult to eat or drink, and therefore a creature suffering from seasickness will lose one point of temporary Strength and Constitution for each week they suffer from the sickness. Reduction in this manner of temporary Constitution to zero requires a Fortitude save DC:20 or death will occur. Once the sickness has resolved, they will regain these points at 1 per day. A *minor restoration* will restore temporary Constitution and Strength points lost due to seasickness.

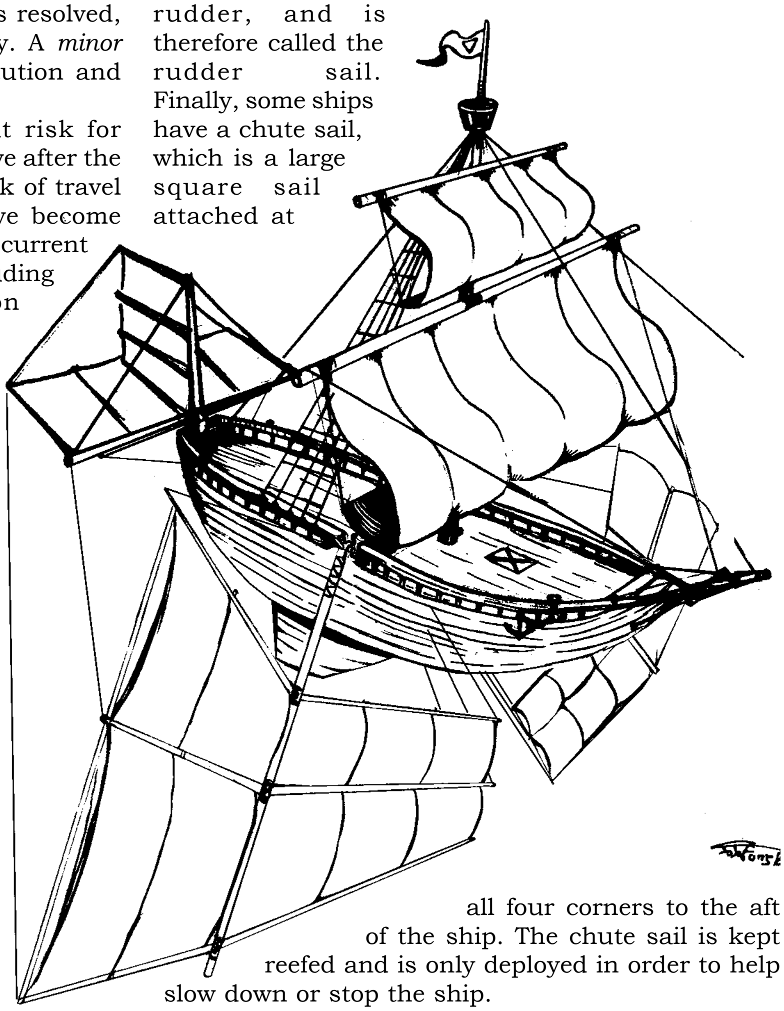
All creatures onboard a ship are at risk for seasickness and must make a Fortitude save after the first hour of sea travel and then each week of travel after that, with failure meaning they have become seasick. The DC of this Fortitude save is the current weather DC. Total ranks is Sea Legs, including any synergy bonus from the Profession (Sailor) skill, provide a bonus to all Fortitude saves against seasickness. Also, unlike most Fortitude saves, a natural 1 does not indicate automatic failure. The duration of illness is 1d4 days, at the end of which another Fortitude save is made, against the current weather DC, to see if the sickness has resolved. Leaving the ship and going onto dry land reduces the duration of seasickness to 1d4 hours. A *cure disease* spell will instantly cure seasickness, but not eliminate the need for further Fortitude saves to avoid developing seasickness again.

Flying Ships

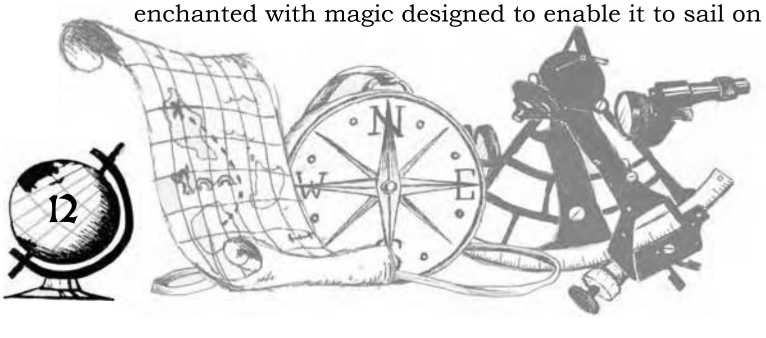
The ability to have ships sail through the air is a dream of many a merchant, king, and military commander. The possibilities offered are worth the investment and risk.

Many flying ships are identical to sailing ships but have been created or enchanted with magic designed to enable it to sail on air. The most common method to achieve this is the use of a liftstone. A liftstone is a powerful magic item that must be attached to the hull of a ship. The magic of the stone renders the ship perfectly buoyant with the air, so that it will float. Such a ship, however, cannot sail normally. A regular sailing ship will merely spin and tumble uncontrollably in the air. However, modifications can be made to render such a ship more stable.

Some flying ships have added port and starboard radial sails, which project down and to either side at 120 degree angles from upright. Together with the usual upright sails, these three sails provide symmetrical thrust so that the ship will be pushed forward by the wind and not just tumble end-over-end. Flying ships have also been equipped with a horizontal sail attached to the aft of the ship, called a fluke sail because of its resemblance to a whale's tail fluke. A large vertical sail oriented fore to aft, also placed in the aft of the ship, takes the place of the rudder, and is therefore called the rudder sail. Finally, some ships have a chute sail, which is a large square sail attached at all four corners to the aft of the ship. The chute sail is kept reefed and is only deployed in order to help slow down or stop the ship.



With these additions a sailing ship can navigate the air currents and remain stable and upright. The fluke sail can be used to direct movement up and down and the rudder sail can be used to steer the ship. However, such a vessel can only travel in the direction of the wind. It cannot sail in any other direction, such as tacking into the wind, because in order to accomplish this ships must push against the water



with their hulls. With no water to push against, flying ships are completely at the mercy of wind direction. One option is to control the direction of the wind with magic, which many air pilots in fact do. For these types of sailing ships simply use wind speed and direction to determine ship speed and direction.

Another option, however, is to dispense with sails altogether. Some ships, are designed to be pulled by flying mounts, and as such are more similar to flying chariots than sailing ships. Griffons are a favorite because of their strength, but pegasi, giant eagles, and even small dragons can be used. Such ships will typically still have a rudder sail and fluke sail for control and stability. All other sails will be reefed.

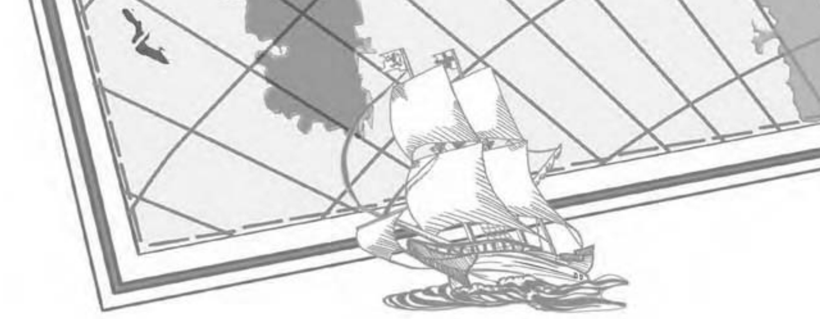
To calculate the speed of a ship that is being pulled by mounts, use 80% of the creatures' flying speed as the maximum speed of the ship. To achieve this maximum speed 2 large mounts are required for every 10 feet of the ship's length. Therefore, 6 pairs of large flying mounts are required to pull a 60 foot ship at the maximum of 80% their flying speed. Less aerodynamic ships may only be able to reach 60%, and very aerodynamic ships can theoretically achieve 100% of mount speed. This property (aerodynamics) will be described for each ship class, but if no number is given assume 60% for normal sailing ships, 80% for ships designed to be aerial, and 100% only for the sleekest and most aerodynamic ships.

If less than the required number of mounts is used, decrease the speed proportionally. Also, for each creature smaller than large, double the amount of creatures necessary, and for each size category greater than large, halve the number of creatures necessary to achieve this maximum speed.

Ships that are being pulled can accelerate at 20% of their maximum speed per round, and therefore take 5 rounds to accelerate to maximum speed. Without any sails raised, however, such ships, once they are moving, will tend to coast for a long distance, depending on how aerodynamic their design is. Chute sails are often used to stop such ships, and achieve a deceleration of 20% per round.

For those adventurers who wish to have a more familiar experience sailing the skies, the dragstone was developed. This is also a magical item, even more powerful and rare than a liftstone, that also must be attached to the hull of a ship. The dragstone surrounds a flying ship with the magical essence of the surface of the ocean. The ship will therefore sail on top of a magical water surface exactly as if it is sailing on top of the ocean surface. Such ships do not have radial, fluke, or rudder sails and can only ascend or descend through the magic of the dragstone, which sets the altitude of the magical water surface. Typically, dragstones allow a ship to sail at a maximum altitude of 500 feet, and can ascend and descend at a rate of 20 feet per round. It is important to note that a dragstone without a liftstone has no function. For ships flying with a dragstone use the normal rules for sailing ships to determine their speed and progress on a voyage.

Another method used to achieve a ship that can fly is to construct the ship entirely out of featherwood, which is a magical and very expensive wood. For any ship class, increase the market price by a factor of ten if it is constructed out of featherwood, in order to represent the cost of the wood itself. Ships made from featherwood behave exactly as if they possess a liftstone but not a dragstone. Unlike liftstones, featherwood still functions in magic-dead areas and in the area of an anti-magic field. Yet another method is the Air Ship ritual. This powerful ritual will permanently imbue a ship with the properties of both a liftstone and a dragstone.



When piloting a flying ship the adjustments to any skill checks that are based on terrain should be ignored as well as those that have to do with water depth. However, piloting a flying ship is both difficult and strange for most pilots. There is an inherent -6 penalty to all Profession (pilot) skill checks made to pilot a flying ship. There is also a -6 penalty to all Profession (sailor) skill checks, and this -6 counts off of a sailor's total ranks when determining whether they have enough skill to function as a sailor on board ship. Of note, the Flyer feat eliminates this -6 penalty for both pilots and sailors who take the feat. Navigating an air ship is identical to a normal ship, except that charts that point out currents are useless. Even the highest quality maps cannot accurately chart the currents of the wind at high altitudes, so the maximum bonus from any map is +6 instead of +10.

While in the air, a flying ship cannot be grappled by a sailing ship. When two flying ships are in combat use the same grappling and boarding rules as for sailing ships, as long as they are at the same altitude.

When a flying ship takes hull damage it works in the same manner as a normal ship with the exception that instead of taking on water the ship starts to descend. At 50% of its hull hit points a ship will start descending at the normal rate of 20 feet per round. From 49% to 25% of maximum hit points, the ship will descend at a rate of 30 feet per round. From 24% to 10% hull hit points the ship will descend 50 feet per round. Less than 10% and the ship will plummet at a rate of 100 feet per round. Viable mounts (not in combat or having serious or fatal wounds) still harnessed to the ship can slow the ship's descent, as long as there is a handler guiding the mounts to act in this manner, or the mounts are intelligent enough to do this on their own. Subtract the speed at which the mounts are able to pull the ship from the speed at which the ship is falling, to a minimum of 20 feet per round.

A flying ship that crashes into the water because it has taken damage will take 1d6 damage for every 10 feet per round at which it is descending. If it crashes into hard ground, then this damage is critical and is x4. Also, if the ship lands in water, then it will start sinking per the sinking rules.

Repairs on a flying ship follow the rules in the Repairing Ships section. For ships made from lift wood multiply these costs by ten.

Some flying ships also have a unique armament called simply a drop. Because they can position themselves directly above an enemy, flying ships may drop large rocks, alchemist's fire, or cannon balls down onto a ship or other target. See *Chapter 4: Naval Combat* for a full description of this weapon.

Altitude

If flying ships attempt to fly higher than a certain altitude, the effects of thinning air begin to become significant. For low-level flying this effect can be ignored, and most flyers will not want to fly at high altitude in any case because wind currents become too strong and dangerous.

Starting at 5000 ft. above sea level the air becomes noticeably thin. At this altitude creatures that are not accustomed to such altitude must make a Constitution check (DC 5) or begin to suffer from sky sickness. For every 200 feet above 5000 feet the DC of this Constitution check increases by 1, therefore at 7000 feet the DC is 15. This check must be made 10 minutes after arriving at a given height. If the save is made, then the character suffers no ill effects, but she must make another save each day spent at that height for three days. After 3 days the character will be considered acclimated to that height. If at any point in those three days the Constitution check is failed then the character will pass out for ten minutes and will begin to suffer from sky sickness.

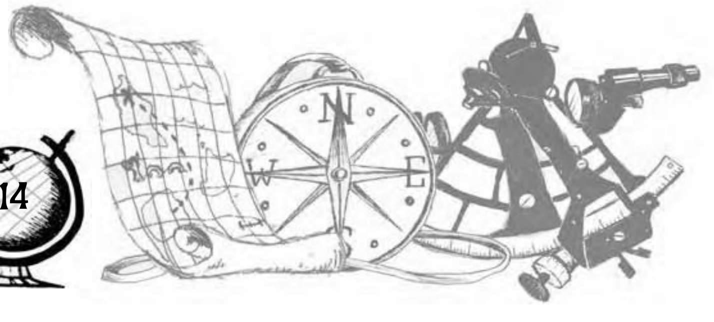
Sky sickness: Creatures suffering from sky sickness will lose one temporary Constitution point, and they will continue to lose one point of temporary Constitution each day until they next make their Constitution save. Once the character has spent three days at that altitude, and a successful Constitution check is made, any lost temporary Constitution points are regained at a rate of 1 per day. If a creature suffering from sky sickness climbs to a higher altitude, then the three day count is reset and any further Constitution checks will be made against the DC of the new height. If a creature suffering from sky sickness descends to a lower altitude, they can make any subsequent Constitution checks to recover against the DC of the lower altitude. If they descend to below 5000 feet, or below the altitude to which they are currently acclimated, then they must still make a Constitution check (DC 5) to recover from sky sickness.

The symptoms of sky sickness are fatigue, weakness, dizziness, loss of appetite, nausea, confusion, and a staggering gait. If Constitution is reduced to 8 by loss of points due to sky sickness, or if a character naturally has a constitution of 8 or lower, then the character will also lose 1 point of temporary Strength and Dexterity, and will continue to lose Strength and Dexterity point by point with Constitution if it falls, or begins below 8. At this point creatures will also begin to suffer from pulmonary edema and will therefore become more short of breath. If Constitution is reduced to 5, or if a character naturally has a constitution of 5 or lower, then the character will become delirious and unable to function. If reduced to 1 the character is unconscious, and if reduced to zero the character dies. These effects (other than death) resolve as temporary Constitution is regained. A *minor restoration* spell replaces lost Constitution points and prevents the relevant ill effects, but does not shorten the time to become acclimated. *Cure disease* and *healing* spells have no effect on this process.

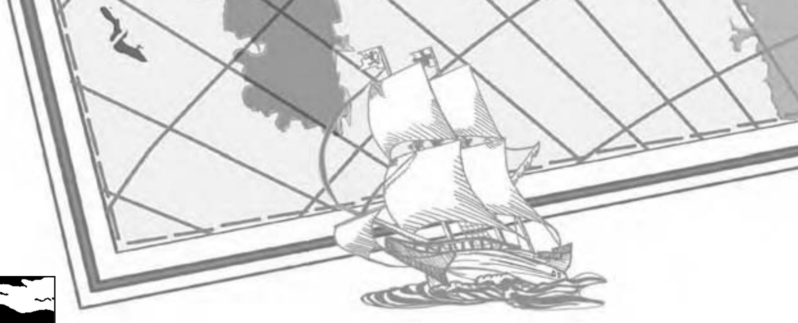
Acclimatization: Once a character has survived three days at a given high altitude, and any lost temporary Constitution points have been regained, the character is considered acclimated to that height. Once acclimated to a height, that height becomes the new baseline at which Constitution checks must be made, however the base DC increases from 5 by 1 for every 1000 feet above 5000. For example, if a character is acclimated to 7000 feet and they travel to a new altitude, they calculate the DC as 7 (5+1 for each thousand above 5000) +1 per 200 feet above 7000. Therefore, if they travel to 8000 feet the DC of the Constitution check is 12 (compared to 20 for someone who is not acclimated).

Acclimatization will last for as long as a character remains at the altitude to which they are acclimated or higher. Once a character descends to a lower altitude they will begin to slowly lose their acclimatization at a rate of 200 ft. per day, until it has been reduced to their new altitude or their baseline acclimatization (5000 ft. for most creatures), whichever is higher. Therefore, if a character who is acclimated to 10,000 ft. descends to 8000 ft., they will lose 200 ft. of acclimatization each day for 10 days until they are acclimated to 8000 ft.

> "I remember back when all we had were a few meager sails to capture the wind. Now we can sail across the oceans, explore uncharted waters, go to the bottom of the sea, even fly over mountain ranges in great airships. I can't wait to see what the next few hundred years will bring."
>
> ~ *Areyanna, elven pirate*



Chapter 2: Ships



There are many possible styles of ships that can be used to populate a game world. There are ships built for warfare, others with large cargo holds for merchants, and still others for the speed and maneuverability required by a privateer. There are riverboats, coast-huggers, and ocean sailing vessels. Below is a list of various types of ships with a detailed description of their characteristics to allow for rich and varied nautical adventuring possibilities.

Ship Characteristics

Size: Length of the ship's main deck from bow to stern (not including the bow sprit), keel (length at water level), beam (width) of the ship, and depth of the ship from main deck to keel (bottom of the hold) in feet. The height of a ship's main mast can be estimated at between 50% and 75% of its length. An estimate of the full tonnage of a ship can be calculated using the following formula:

(Length – 3/5 Beam) * Beam * Depth / 125

Crew: All ships require a crew of sailors. Several characteristics of the crew are listed for each ship type. An optimum crew is the number required to operate the vessel in the safest and most efficient manner possible. An adequate crew is a comfortable size but without any room for error. A skeleton crew is the absolute minimum crew size, below which the ship simply cannot function. In order to count as a member of the crew, a sailor must have a certain minimum number of ranks in Sailor, depending upon the complexity of the ship. If a sailor does not have the requisite skill, then she simply cannot function as a productive member of the crew. Sailors must also, of course, be conscious and physically able to contribute as a crew member.

The crew of a ship will have a collective Sailor skill check bonus, which is used to make Crew skill checks. The base skill check bonus for the crew is +10 for an optimal crew, +5 for an adequate crew, and +0 for a skeleton crew. Also, the average ranks in sailor of the crew should be calculated (add up all the ranks of the crew and divide by the number of sailors in the crew). For each average rank above the minimum necessary to be a crew member, add +1 to the skill check bonus.

Crew sizes assume 12 hours of sailing per 24 hour day, and distances traveled should take this into consideration. To sail 24 hours a day, a ship must have a 50% extra crew complement to work in shifts. Note that very rarely ships are crewed to more than a single shift, since it is highly unusual for a ship to be traveling at night. The speed of arrival at a given place is usually far less important than the safety of arrival. Normally, neither a merchant nor a military ship would wish to incur the added risk and cost of night travel.

Each ship's statistics identify the crew levels for that particular ship. However, on average, a good rule of thumb for an adequate crew level of a merchant ship is 1 crewman per 7 tons of ship. For a lateen rigged ship, the number of crewmen should be about 25% higher. Complex rigging, whether due to special considerations for increased speed or maneuverability or due to inefficient design, can easily double or triple the crew requirement of a ship. Warships often had such high crew requirements due to the need for rapid maneuvers. Note the crew level excludes any soldiers, such as marines or gunners. In a ship combat, if the crew is engaged in other actions – whether fighting off boarders, putting out fires, or perhaps doubling as gunners – the ship's maneuverability will be affected.

As detailed later in the Tactical movement section, at least half of an adequate crew must be available for simple turns, while the full crew must be available for tacking (turning by moving the bow into the wind) or wearing (turning by moving away from the wind). If this is not possible, the ship's captain either chooses not to change direction, or it takes correspondingly longer.

Rigging / Sails: Almost all ships larger than a row-boat are rigged with some kind of sail. Although for some ships (river barges, simple oared vessels) the sail may only be an auxiliary aid when the wind is favorable, for most ships the sails are the primary means of propulsion. Rigging of sails can be roughly divided into two types: square rigged and lateen rigged.

The square sail is the most common sail on ocean-going vessels. The foremast and main mast of most such ships carry one or more square sails. A square rig provides good propulsion and is relatively easy to handle. The lateen rig uses a triangular sail and can be found on smaller ships as well as on the mizzen mast (the 3rd mast - abaft the main mast) of larger vessels (where it is mainly used as an aid to steer the ship). Lateen rigging is also popular on many of the ships in medium-sized bodies of water, (seas and lakes), where weather conditions do not become as severe as on the open ocean, and shelter from a storm is often close by. Lateen rigging has the advantage of allowing better maneuverability – a lateen rigged ship can sail within 4.5 to 5 points off the wind (heading 45-50 degrees from the direction from which the wind is coming). A square rigged ship can only come to within 6 to 7 points off the wind. Some very primitive square rigs can in fact only sail with the wind, not against it, but such a vessel is rare. The disadvantage of lateen rigging is that it requires more crew to handle, and it is more difficult to change direction, since the halyard holding the sail needs to be swung down and around in front of the mast to the other side. Additionally, with a square rig it is easy to increase sail area – and thus ship size - by carrying multiple square sails on one mast – one above the other, whereas a lateen rig will only hold one sail per mast. The flexibility of sail area also makes the square rig a better choice for more severe weather conditions – such as are generally encountered in the open ocean.

The categorizations identified in the previous paragraph allow for description of the rigging of most large sailing vessels in this era. The foremast, the main mast, and the mizzen mast have been mentioned. For completeness, it is also necessary to identify the bow sprit (angling forward from the bow of the ship), and the bonaventure mast – a small 4th mast abaft the mizzen mast. The bow sprit often carries a square sail, while the bonaventure mast carries a lateen sail. The masts often carry multiple square sails – called the course, top, top-gallant, and royal, going from the bottom up. However, any sail above the top sail should be rare in most campaign settings, except those with advanced sailing technology. As the sailing ship evolves over the centuries, the bonaventure mast will quickly disappear and the number of sails per mast will increase until the clipper age when the sails are eventually split into upper and lower course, upper and lower top, etc. Furthermore, the lateen rig will eventually give way to the fore-and-aft gaff rig with the familiar horizontal boom. Also, in time the fat, rounded bows of ships will change to the raked, hollow profile of modern sailing vessels. However, any such breakthroughs should be kept far and few between in most campaigns – although the possibility is certainly left open to the GM to introduce a culture that has made such an advance.

Small sailing vessels, although easy to describe with square and lateen rig, can often have unique rigs particular to a local area. These may be essentially square rigs or lateen rigs, or may be such variations as the sprit rig, lug rig (treat both like a square rig) or gaff rig (treat like a lateen rig) or something entirely new. On small vessels, many sail configurations work well – and can be handled by only a few people. It is the complexity of handling the rigging of large sails and multiple masts that restricts the choice on the larger vessel, such that square and lateen rigs are virtually universal. On large vessels, it is often the possibility of mixing and matching square and lateen rigs that allows for many variations. A caravel, for example, may just as well be rigged with lateen sails on its fore and main mast, as with square sails. A lateen rig may be preferred in coastal waters where the wind can be still or breezy, while the square rig will be preferred for long voyages where the vessel can sail before a steady trade wind. Note that such a change is not as easy as changing sails – it actually requires repositioning and refitting of the masts.

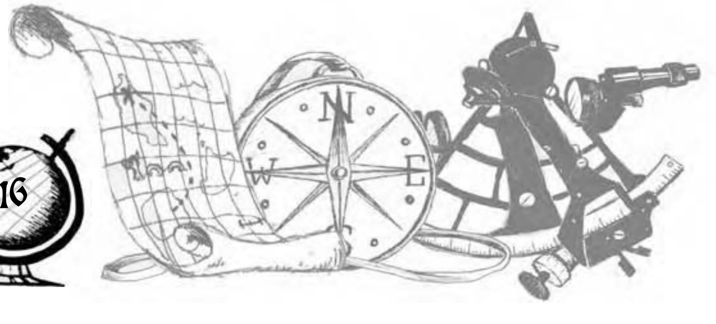
Oars: A ship may also be propelled with oars. Oars provide maneuverability and speed without depending on the wind. Due to the amount of manpower required, this is an expensive undertaking. However, it is common for many warships to have both sails and oars – the sails are used for long-term travel, and the oars for short-term speed, especially in combat situations. It is rare to find an oared vessel on a long-term ocean voyage – most are not nearly as seaworthy as the deep-keeled sailing vessels, nor do they have the capacity to carry enough food for the rowers on a long voyage. Also, ships that have a broadside of cannons on a separate gun deck generally do not have oars, since there is simply no room to locate both rowers and cannons without interfering with each other.

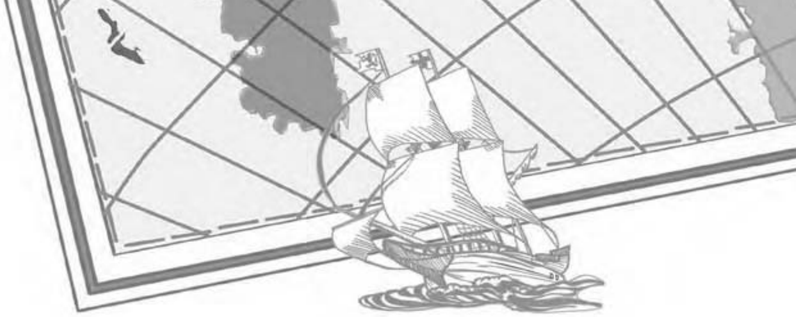
Given the availability of magic, however, these considerations can be changed. It is certainly easy to conceive of a ship rowed by untiring skeletons or zombies, which would take care of many of the difficulties faced by oared vessels. And, of course, magical winds can greatly aid a sail ship.

Ships specifically designed for flying may possess unique types of sails as well. Masts that project to the sides of the ship are called port or starboard radial masts. Flying ships may also possess a horizontal sail aft of the ship, called a fluke sail, and a vertical sail aft of the ship, called a rudder sail. See Flying Ships in Chapter 1 for more details.

Speed: A ship's speed is measured in knots – nautical miles per hour (one nautical mile corresponds to 6076 feet, about 15% more than a land mile). Each ship is designed and built for a certain purpose. The shape and size of the ship, and its maximum sail area, will largely determine the ship's speed. Considerations are also made for cargo space, seaworthiness, and sturdiness. Warships tend to be built with heavy hulls, even double-hulled. A ship with a gundeck will have special heavy bracing to support the cannons. Based on all these factors, in the end a ship's speed is a characteristic of each particular ship. The statistics listed for each ship give the maximum speed of that ship under good sailing conditions.

Heavier loads do not significantly alter the maximum speed of a ship, since the load under which





a ship sails is usually kept fairly constant. In fact, a ship will load ballast if it does not have goods to transport, since the stability of the ship depends on a sufficient balancing weight in the hold.

Maximum speeds for sailing ships range from a low end of 4 knots for the slowest merchant vessels to 12 knots for a sleek yacht. Most large ships of this era fall in between these extremes, ranging from 6 to 9 knots. Some smaller sailing vessels built for speed, with sleeker lines and narrow beams, can reach 15 knots, or even 20 knots for an outrigger catamaran. However, the seaworthiness and cargo capacity of such ships is very low and so they are quite rare.

A ship captain will generally not exceed this maximum speed willingly, even if a stiff wind could provide a slight boost. Instead, in almost all cases, the captain will order the reduction of the sail area as the wind increases to guarantee the safety of the ship. In Strong Winds or worse, many ships reef their sails entirely to minimize the risk of damage to the rigging and the whole ship. In the most extreme weather conditions, storm or worse, if a ship does not reef its sail, there is a -10 circumstance penalty to all skill checks against the Weather DC.

For sailing ships, the wind speed, direction, and pattern are used to determine a ship's average speed over long distances. See the section under *Using Wind Direction* in Chapter 1 for details.

The condition of a ship's sails may affect its speed as well. A ship will almost always carry more than one set of sails when starting out on a voyage. During inclement weather, the older, poorer quality of sail will be set – since the wind is blowing heavy enough anyway, and the newer, better canvas should be preserved as long as possible. However, if the sails are damaged, the ship will lose speed in direct proportion to the amount of damage as a part of the full sail HP. The amount of HP of a ship's sails is identified in *Chapter 4: Naval Combat.*

For ships with oars, there is a statistic giving the cruising speed. This base speed can be increased for short time periods. A doubling of the cruising speed is referred to as full speed and a tripling as ramming speed. Similar to sails, if a ship's oars are damaged, the speed will be affected in direct proportion to the amount of damage as a part of the full oar HP. The HP of a ship's oars are identified in the Naval Combat chapter. If less than the full oars are manned, speed should also be decreased in proportion.

Cruising speed is a slow steady rhythm of rowing. Ships can travel for 12 hours a day at cruising speed, but if they have 50% extra rowers, then cruising speed can be maintained indefinitely by rowing in shifts. Full speed is only used for short distances, usually in combat situations. The crew must make an endurance check (DC 15) after only 10 minutes of rowing at full speed, but another check every minute after that at +1 per minute on the DC. A failed endurance check means the crew must rest for 10 full minutes before resuming rowing. Ramming speed is a brief burst of speed, like a sprint, that is used when ramming another ship. It can only be maintained for very short distances. The crew must make an endurance check (DC 20) after 5 minutes of rowing at ramming speed, and then every minute after that at +1 per minute on the DC. A failed endurance check indicates that the rowers must rest for 20 minutes before they can resume rowing.

Currents may also affect ship travel. Rivers, of course, by their nature must have some current. Open seas generally do not have fast currents but may have slow, strong currents. Of course, magical or special effects may cause fast and strong currents in unusual locations. Currents will be designated in miles per hour, which should be added or subtracted to a ship's final speed depending on direction. Ships traveling against the current subtract the current's speed from the ship's speed to determine the ship's effective speed. Ships traveling with the currents add the current's speed to their own. Ships traveling roughly at a right angle to a current neither add nor subtract its speed. During ocean travel, in general, it is best to ignore currents in order to avoid unnecessary complexity, except where it concerns major ocean currents that are being used by the navigator to aid travel speed or to pass through adverse wind conditions – perhaps just drifting along with the current with reefed sails.

Acceleration / Deceleration: Sailing ships gain speed relatively slowly as the wind fills their sails and they strain against the water. They can lose speed quicker because they can use both the water and the wind to brake, but still cannot just stop on a dime. Each ship will have described in its statistics an acceleration and deceleration, separately for sail and oar, if appropriate. This is the amount of knots by which the ship's current speed can be increased or decreased in one minute.

Maneuverability: In addition to having varying speeds, ships also have varying degrees of maneuverability. The maneuverability classes given in Table 2-1 are only used during tactical movement - see Tactical Ship Movement and Other Actions During Combat in *Chapter 4: Naval Combat.*

TABLE 2-1: MANEUVERABILITY CLASS FOR SHIPS

Class	Maneuverability
A	6 30-degree turns / minute, speed is 0
B	3 30-degree turns / minute, speed is 0
C	3 30-degree turns / minute
D	2 30-degree turns / minute
E	1 30-degree turn / minute
F	1 30-degree turn / 2 minutes

Seaworthiness: Represents the stability of a ship. Apply this number to all rolls against weather DC.

Aerodynamics: This property applies only to flying ships, and is given as two numbers. The first replaces Seaworthiness to indicate stability for making rolls against weather DC. The second is given as the percent of the maximum flying speed that mounts can achieve while pulling the ship (see Flying Ships for details).

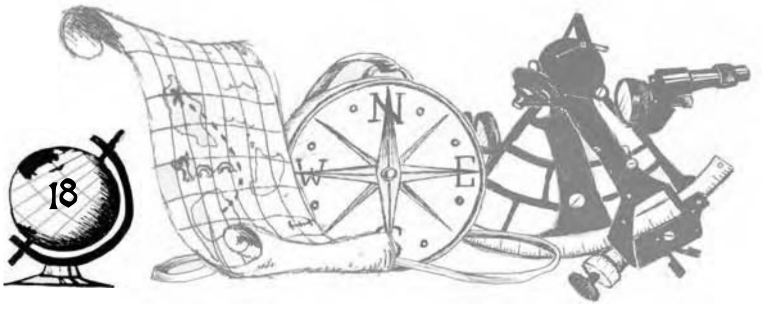
Cargo: Cargo refers to the amount of space available in the ship's holds for cargo, indicated as a number of tons (2000 lbs). Cargo space cannot be used for passengers or carrying soldiers unless special modifications are made (requiring 1 ton of cargo space per 5 passengers). Cargo space may be modified to carry armaments, such as cannon. The amount of cargo space that must be sacrificed in order to carry a particular armament will be indicated in the description of the armament, but in general multiply the weight of the armament by 4 and that is the amount of cargo space it will replace (rounded up to nearest ton).

A ship may attempt to carry more than its rated cargo, but at the expense of speed and seaworthiness. If a ship is carrying greater than its maximum cargo it suffers a movement rate penalty of -2. In addition, for each 10% of weight carried over the cargo limit, decrease the seaworthiness by 1. As an absolute limit, no ship can carry greater than twice its cargo capacity under ordinary circumstances.

A ship also cannot afford to have its cargo holds completely empty, for the weight is needed to keep the ship stable in the water. Empty holds are typically filled with ballast (such as large rocks) if there is no cargo to haul. If for some reason a ship does not have ballast to fill its hold, then the ship will become less seaworthy. For example, a military vessel may become involved in an extended battle, hurling a great deal of weight in ammunition at its enemy. In the middle of the ocean, it may not have access to ballast to replace the ammunition. For every 5% of current cargo weight less than 50% of a ship's maximum cargo, the vessel will suffer a -1 circumstance penalty to seaworthiness. Therefore, if a ship with a cargo of 100 tons has only 30 tons of total weight in its holds, it will suffer a -4 circumstance penalty to its seaworthiness.

Cargo also includes space for carrying supplies food and water. Supplies are given in rations, which is the amount of food and water necessary to feed one person for one day. For example, a sailing ship with a crew of 40, 10 officers, and 10 marines would require 60 rations per day of travel. A trip of 90 days across the ocean would therefore require 90 x 60 = 5,400 rations. One ton of cargo space is used to store 500 rations.

It is possible to put a crew on half rations, thus consuming food and water supplies at only half the rate - one ration per person per two days. However, for every 5 days of half rations the crew gets a cumulative -1 circumstance penalty to their collective Sailor skill check. After 10 days of half rations the crew must make a Constitution check (DC 10), again assuming average racial constitution for the crew. If the crew fails their Constitution check, then a percentage of the crew equal to the number by which the check was failed, will die. This check must be made each day beyond the 10th, with a cumulative -1 penalty per additional 5 days. When full rations are resumed, they will reverse the effects of half rations on a day-for-day basis, but no saves must be made on days when the crew receives full rations.

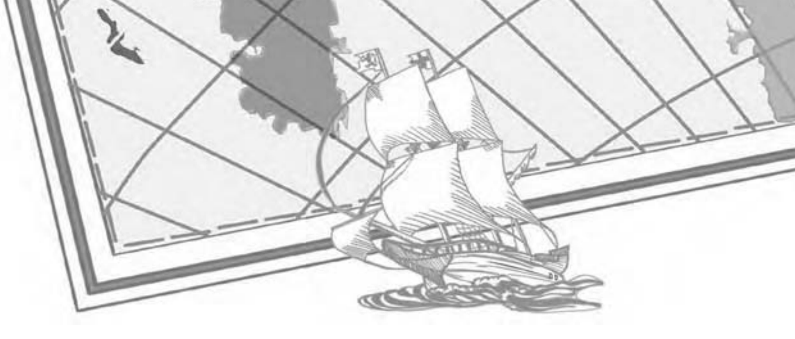


Transport: Transport refers to the space available on board ship for carrying creatures, including all crew, passengers, troops, oarsmen, or other. The figure given is the maximum number of medium-sized creatures the ship can accommodate. Double this figure for each size category smaller than medium, and halve this figure for each size category larger than medium. Of course, there is a practical limit to how large a creature a ship of a given size can carry. Optionally, instead of creatures, the existing transport space can be utilized to hold 1 additional ton of appropriate cargo for each 8 medium-sized creatures. Converting transport space to cargo space permanently (by tearing out the bunks, etc.) allows for 1 additional ton of cargo per 5 medium-sized creatures, but cannot include crew or oarsmen transport space.

Hull: Ship hulls have two important traits: how strong they are and their basic design. Hull strength is given in standard notation of hit points (for the total hull), hardness, and break DC. The hardness of the hull represents its capability to defend a ship against attack – such as cannon fire. Although all hulls are constructed of wood, the hardness varies in order to represent the thickness of the hull, and the use of double-hulled construction or other defensive means. Thus, a top-of-the-line warship might have a hull hardness of 14 – this does not mean that the wood is actually that hard, only that it is difficult to cause any significant damage to it. The Break DC is simply how difficult it is to break in one blow. A sea serpent trying to crush the ship in its coils would not only do significant damage every round, but would also make Strength checks to see if it can just shatter the hull.

Deck: The deck represents all structures and items that are on top of the deck as well as inside the hull (cabins, kitchen, etc.), excluding the cargo hold itself (which is assumed protected by the hull until the ship is actually sinking). This area can be damaged through a lucky shot or when the hull is penetrated in one area. Damage to this part of the ship is much more devastating to people and goods than if the damage was hull or sail damage. A direct hit to the deck area is still resisted by a hardness of 5.

Armaments: There are a number of special armaments that a ship can have. These include a front ram for ramming other ships, catapults, ballista, and cannon for ranged attacks against other ships, and towers for defense. There are also special riggings that may aid in grappling and raiding other ships. These are all described in detail later under *Chapter 4: Naval Combat.*

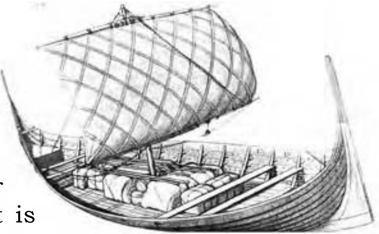


Ship Classes

Category: Long Ship

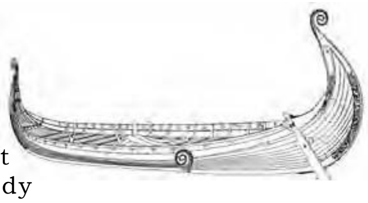
This category covers a number of sizes of a relatively simple but very efficient ship-design that is characterized by a shallow-draft hull constructed of over-lapping planks (clinker-built), an open deck with little room for cargo, a single main mast, and a number of oars. Their sturdy and sleek construction makes them formidable sailing vessels despite their primitive rigging, even in heavy seas. However, their oars and shallow hulls also make them well-suited for travel on rivers. When used as a military vessel, the oars will generally be fully manned by warriors. When used as a trading vessel, less oarsmen will be on board.

Longboat



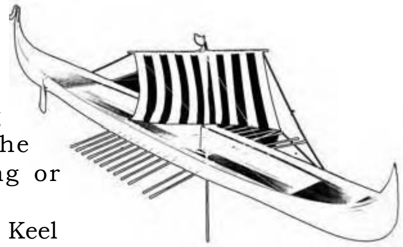
Description: This ship is a small, sleek, open-decked vessel without a hold. Too small for safe ocean travel, it is nonetheless a good trading ship for coastal and river travel.
Size: Length 35’, Keel 30’, Beam 10’, Depth 4’
Crew: Optimal: 4 (Piloting DC 15)
Adequate: 3 (Piloting DC 19)
Skeleton: 2 (Piloting DC 23)
Minimum Sailing Ranks: 5
Rigging / Sails: Square rigged /
Main Mast -1 Medium Square, Hit Points 30
Oars / Oarsmen: optional - 12 oars, 12 oarsmen
Speed: 7 (sail), 3 (oar – cruising)
Acceleration / Deceleration: 2/4 (sail), optional: 3/3 oar
Maneuverability: C, A (oars at 0 speed)
Seaworthiness: -3 (poor)
Cargo: 4 tons
Transport: 26
Hull: Hit Points: 20, Hardness: 8, Break DC: 28
Deck: Hit points: 10
Armaments: None

Longship



Description: This ship is a sleek open-decked vessel without a hold. Its sturdy construction, excellent sailing and rowing capability, and low draft enables it to travel across the ocean as well as up rivers.
Size: Length 70’, Keel 60’, Beam 17’, Depth 6’
Crew: Optimal: 8 (Piloting DC 17)
Adequate: 5 (Piloting DC 21)
Skeleton: 3 (Piloting DC 25)
Minimum Sailing Ranks: 5
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, Hit Points 40
Oars / Oarsmen: 30 oars, 30 oarsmen
Speed: 7 (sail), 3 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 3/3 oar
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 20 tons
Transport: 75
Hull: Hit Points: 100, Hardness: 10, Break DC: 30
Deck: Hit Points: 50
Armaments: None

Drakkar

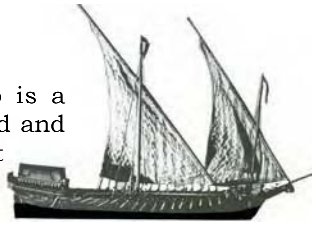


Description: This ship is a very large version of the long ship, generally the flagship of a king or major warlord.
Size: Length 150’, Keel 135’, Beam 25’, Depth 8’
Crew: Optimal: 24 (Piloting DC 17)
Adequate: 18 (Piloting DC 21)
Skeleton: 12 (Piloting DC 25)
Minimum Sailing Ranks: 5
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, Hit Points 40
Oars / Oarsmen: 70 oars, 70 oarsmen
Speed: 7 (sail), 3 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 3/3 oar
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 100 tons
Transport: 230
Hull: Hit Points: 250, Hardness: 10, Break DC: 30
Deck: Hit Points: 125
Armaments: None

Category: Galley

This category covers a group of ships that was designed primarily for warfare in calm coastal seas. They are characterized by heavy dependence on oars for speed and maneuverability, as well as a prow designed for ramming. Rowers sit in a separate area, or even below deck. The main deck of the ship, a narrow flat deck running from bow to stern, is largely a staging platform for boarding troops and armaments. Their flat-bottomed construction gives them speed, and allows them to move in rivers. However, they are not good in heavy seas, seeking port at the sight of any inclement weather.

Galley



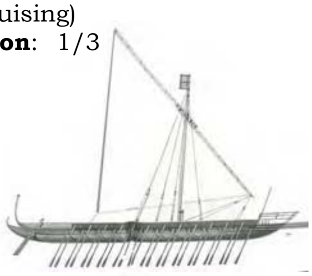
Description: This ship is a warship designed for speed and maneuverability in combat situations. It is low, sleek, and poses the biggest threat with its ram, as well as its boarding capability. The sail is usually reefed before combat. It is not well-equipped for ocean voyages, being used preferentially in relatively sheltered seas and lakes. Its low draft does allow it to travel up rivers and estuaries.

Size: Length 130', Keel 100', Beam 16', Depth 6'
Crew: Optimal: 20 (Piloting DC 16)
Adequate: 15 (Piloting DC 20)
Skeleton: 10 (Piloting DC 24)
Minimum Sailing Ranks: 2
Rigging / Sails: Lateen rigged /
Main Mast -1 Large Lateen, Hit Points 30
Oars / Oarsmen: 150 oars, 150 oarsmen
Speed: 5 (sail), 3 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 3/3 (oar)
Maneuverability: D, A (oar at 0 speed)
Seaworthiness: -3 (poor)
Cargo: 30 tons
Transport: 320
Hull: Hit Points: 150, Hardness: 10 (stern 8), Break DC: 30
Deck: Hit Points: 100
Armaments:
Standard: Giant Ram 2d10, 1 large catapult forecastle, 1 small catapult stern
Optional: Ballista or Fireshooter instead of catapult, boarding gangway

Fusta

Description: This ship is a small, very fast galley.

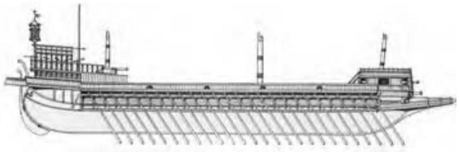
Size: Length 80', Keel 60', Beam 13', Depth 5'
Crew: Optimal: 10 (Piloting DC 16)
Adequate: 8 (Piloting DC 20)
Skeleton: 5 (Piloting DC 24)
Minimum Sailing Ranks: 3
Rigging / Sails: Lateen rigged /
Main Mast - 1 Large Lateen, Hit Points 30
Oars / Oarsmen: 90 oars, 90 oarsmen
Speed: 6 (sail), 4 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 4/4 (oar)
Maneuverability: C, A (oar at 0 speed)
Seaworthiness: -3 (poor)
Cargo: 15 tons
Transport: 175



Hull: Hit Points: 60, Hardness: 10 (stern 8), Break DC: 30
Deck: Hit Points: 40
Armaments:
Standard: Large Ram 2d8, 1 small catapult forecastle, 1 small catapult stern
Optional: Ballista instead of catapult, boarding gangway

Galleass

Description: This ship is a large galley with a deck over the oarsmen who are rowing 3 to an oar. It also has more sails than a galley. The deck mounts cannons, and the ram is constructed to be useful as a boarding bridge.

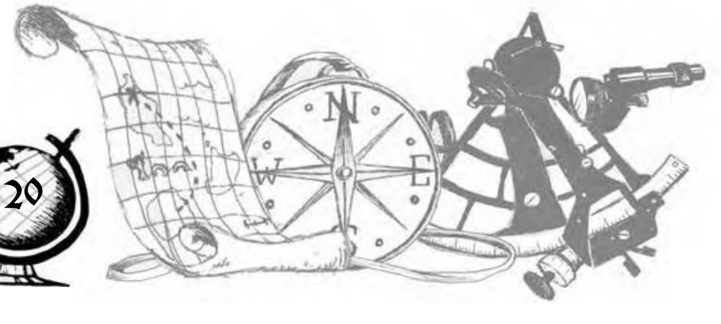


Size: Length 150', Keel 120', Beam 25', Depth 10'
Crew: Optimal: 60 (Piloting DC 16)
Adequate: 45 (Piloting DC 20)
Skeleton: 30 (Piloting DC 24)
Minimum Sailing Ranks: 4
Rigging / Sails: Lateen rigged /
Main Mast -1 Large Lateen, Hit Points 30
Foremast - 1 Medium Lateen, Hit Points 20
Mizzen mast - 1 Medium Lateen, Hit Points 20
Oars / Oarsmen: 70 oars, 210 oarsmen
Speed: 6 (sail), 2 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 2/2 (oar)
Maneuverability: E, A (oar at 0 speed)
Seaworthiness: -5 (v. poor)
Cargo: 80 tons
Transport: 520
Hull: Hit Points: 320, Hardness: 12 (stern 10), Break DC: 32
Deck: Hit Points: 200
Armaments:
Standard: Giant Ram 2d10, 5 medium cannons fore, 2 medium cannons aft, 1 medium cannon each port and starboard, 5 small cannon each port and starboard, 5 small cannons (swivel-guns) each port and starboard
Optional: replace medium cannons fore and aft with large cannons

Dreadnaught

Description: This fearsome vessel combines the structure of a galley – utilizing oars and sails – with the deeper hull and firepower of a galleon-class warship. Although a formidable opponent, they are somewhat slow and clumsy. For this reason, they rarely brave the open ocean and are primarily used to guard ports and patrol along the coastline.

Size: Length 200', Keel 170', Beam 30', Depth 16'
Crew: Optimal: 320 (Piloting DC 22)
Adequate: 200 (Piloting DC 26)
Skeleton: 120 (Piloting DC 30)
Minimum Sailing Ranks: 6
Rigging / Sails: Square rigged /



Main Mast -1 Great Square, Hit Points 50
Foremast -1 Large Square, Hit Points 40
Mizzen mast -1 Large Square, Hit Points 40

Oars / Oarsmen: 90 oars, 270 oarsmen
Speed: 5 (sail), 2 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 2/2 (oar)
Maneuverability: F, B (oar at 0 speed)
Seaworthiness: +3 (good)
Cargo: 220 tons
Transport: 900
Hull: Hit points: 700, Hardness: 14, Break DC: 34
Deck: Hit points: 400, Hardness: 5
Armaments:

Standard: Giant Ram 2d10, Archer's tower aft 1large cannon and 4 medium cannons fore and aft, 25 medium cannon each port and starboard
Optional: 25 medium cannons port and starboard on separate gun deck (requires 100 tons of cargo space, and makes the room for the gunners and rowers extremely low)

Great Galley

Description: This ship is a large galley built for trade instead of warfare. It has reduced oars to make room for cargo, as well as a broader beam. It also carries more sails than a galley. Like all galley-like ships, it is generally not used on ocean voyages.

Size: Length 150', Keel 120', Beam 25', Depth 11'
Crew: Optimal: 45 (Piloting DC 18)
Adequate: 30 (Piloting DC 22)
Skeleton: 20 (Piloting DC 26)
Minimum Sailing Ranks: 4
Rigging / Sails: Lateen rigged /
Main Mast -1 Large Lateen, Hit Points 30
Foremast -1 Medium Lateen, Hit Points 20
Mizzen mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: 30 oars, 90 oarsmen
Speed: 5 (sail), 1 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 1/1 (oar)
Maneuverability: E, B (oar at 0 speed)
Seaworthiness: -3 (poor)
Cargo: 130 tons
Transport: 140
Hull: Hit Points: 320, Hardness: 10 (stern 8), Break DC: 30
Deck: Hit Points: 200
Armaments:

Optional: Medium Ram 2d6, 5 small cannon each port and starboard, 5 small cannons (swivel-guns) each port and starboard

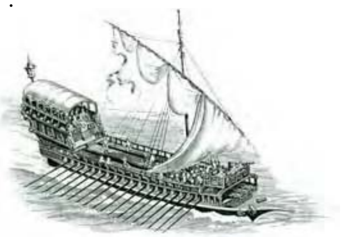
Nemi Galley

Description: This ship is a huge galley basically designed as a floating troop camp. The rowers, often slaves, sit below the main deck. Troops are camped on top of the deck. Its size gives it more stability in heavy seas. This type of ship is often accompanied by several smaller galleys used to catch and immobilize the enemy.

Size: Length 240', Keel 210', Beam 70', Depth 14'
Crew: Optimal: 60 (Piloting DC 16)
Adequate: 45 (Piloting DC 20)
Skeleton: 30 (Piloting DC 24)
Minimum Sailing Ranks: 4
Rigging / Sails: Lateen rigged /
Main Mast -1 Large Lateen, Hit Points 30
Foremast -1 Large Lateen, Hit Points 20
Mizzen mast - 1 Medium Lateen, Hit Points 20
Oars / Oarsmen: 300 oars, 900 oarsmen
Speed: 2 (sail), 2 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 2/2 (oar)
Maneuverability: F, B (oar at 0 speed)
Seaworthiness: 0 (fair)
Cargo: 650 tons
Transport: 2500
Hull: Hit Points: 1500, Hardness: 10, Break DC: 30
Deck: Hit Points: 750
Armaments:

Standard: 2 Large Catapults, 2 Small Catapults
Optional: add small and medium cannons

Brigantine



Description: This ship small sleek ship with oar like a galley, but more sails, and somewhat broader. It is often preferred by pirates in coastal waters.

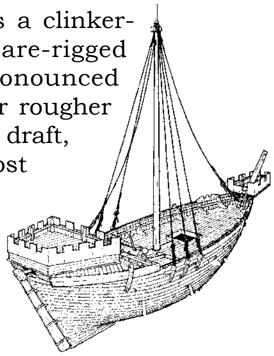
Size: Length 60', Keel 50', Beam 15', Depth 8'
Crew: Optimal: 16 (Piloting DC 16)
Adequate: 12 (Piloting DC 20)
Skeleton: 8 (Piloting DC 24)
Minimum Sailing Ranks: 5
Rigging / Sails: Lateen rigged /
Main Mast -1 Medium Lateen, Hit Points 20
Foremast -1 Medium Lateen, Hit Points 20
Mizzen Mast - 1 Small Lateen, Hit Points 10
Oars / Oarsmen: 40 oars, 40 oarsmen
Speed: 8 (sail), 3 (oar – cruising)
Acceleration / Deceleration: 2/4 (sail), 3/3 (oar)
Maneuverability: C, A (oar at 0 speed)
Seaworthiness: -3 (poor)
Cargo: 20 tons
Transport: 90
Hull: Hit Points: 45, Hardness: 8, Break DC: 28
Deck: Hit Points: 35
Armaments:

Standard: 15 small cannons (swivel guns) – 6 each side, 2 aft, 1 fore

Category: Early Merchant Ships

This category covers ships of an early design that are designed for the transport of goods. Their rigging is simple, carrying either a square or lateen sail on a single main mast. The shape of the hull is fairly boxy – with a rounded or even flat bottom. Their maneuverability is correspondingly poor. The superstructures on the ship often resemble buildings or towers placed on the deck, rather than being an integrated part of the ship's design.

Cog



Description: This ship is a clinker-built, single-masted, square-rigged merchant vessel, with pronounced fore and aftcastle, built for rougher weather. It has a fairly deep draft, making it unsuitable for most river travel.

Size: Length 75', Keel 50', Beam 25', Depth 18'

Crew: Optimal: 18 (Piloting DC 19)
Adequate: 12 (Piloting DC 23)
Skeleton: 9 (Piloting DC 27)
Minimum Sailing Ranks: 4

Rigging / Sails: Square rigged /
Main Mast -1 Large Square, Hit Points 40

Oars / Oarsmen: none

Speed: 5 (sail)

Acceleration / Deceleration: 1/3 (sail)

Maneuverability: E

Seaworthiness: +3 (good)

Cargo: 130 tons

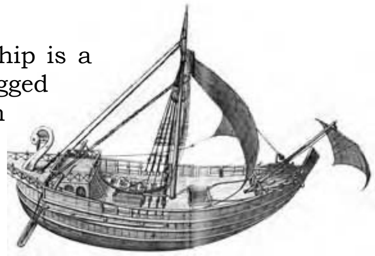
Transport: 40

Hull: Hit Points: 150, Hardness: 10, Break DC: 30

Deck: Hit Points: 120

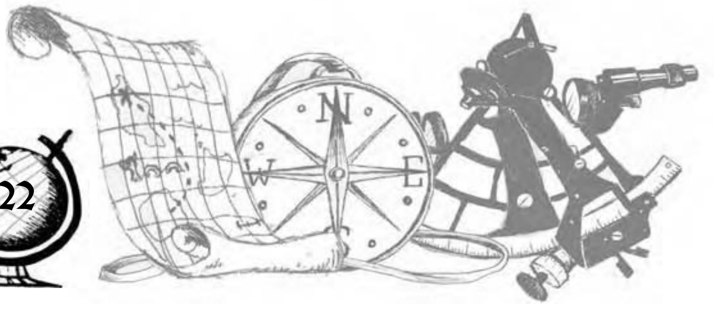
Armaments:
Optional: small cannons (swivel-guns) on fore and aftcastle

Round Ship



Description: This ship is a carvel-built, lateen-rigged merchant vessel, with a moderate draft.

Size: Length 70', Keel 50', Beam 22', Depth 20'



Crew: Optimal: 28 (Piloting DC 17)
Adequate: 21 (Piloting DC 21)
Skeleton: 15 (Piloting DC 25)
Minimum Sailing Ranks: 4

Rigging / Sails: Lateen rigged /
Main Mast - 1 Medium Lateen, Hit Points 30
Foremast - 1 Large Lateen, Hit Points 30

Oars / Oarsmen: none

Speed: 5 (sail)

Acceleration / Deceleration: 1/3 (sail)

Maneuverability: E

Seaworthiness: 0 (fair)

Cargo: 110 tons

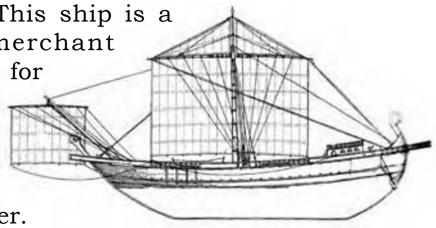
Transport: 50

Hull: Hit Points: 120, Hardness: 8, Break DC: 28

Deck: Hit Points: 80

Armaments:
Optional: small cannons (swivel-guns) on aftcastle

Grain Ship



Description: This ship is a huge, slow, merchant vessel designed for bulk cargo hauling in calm waters. Its deep draft prevents travel in any river.

Size: Length 180', Keel 130', Beam 47', Depth 32'

Crew: Optimal: 50 (Piloting DC 19)
Adequate: 40 (Piloting DC 23)
Skeleton: 30 (Piloting DC 27)
Minimum Sailing Ranks: 3

Rigging / Sails: Square rigged /
Main Mast -1 Great Square, 2 Small Square, Hit Points 90
Foremast -1 Medium Square, Hit Points 30

Oars / Oarsmen: none

Speed: 4 (sail)

Acceleration / Deceleration: 1/3 (sail)

Maneuverability: F

Seaworthiness: -3 (poor)

Cargo: 1080 tons

Transport: 100

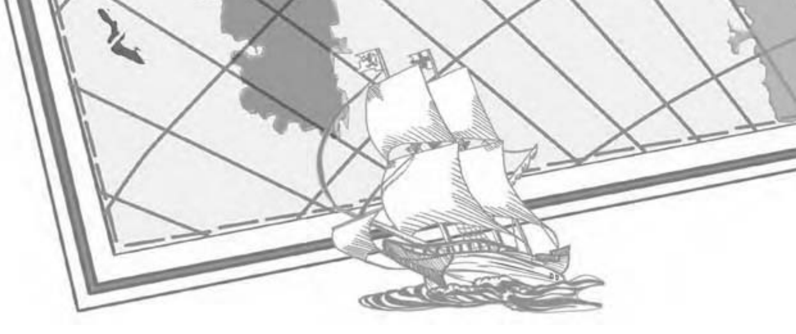
Hull: Hit Points: 1000, Hardness: 8, Break DC: 28

Deck: Hit Points: 500

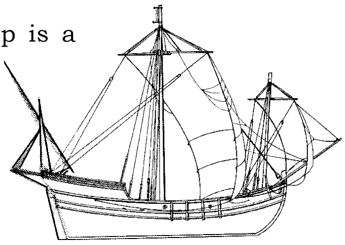
Armaments:
Optional: small cannons (swivel-guns) on railings

Category: Carrack Era

This category covers a class of ships that has evolved from the coastal vessels of a calm interior sea to a ship which can readily handle ocean travel. The ships are primarily clinker-built, and often have pronounced fore and aft castles integrally built into the ship which rise to tower above the main deck. Also included in this era are some smaller lateen-rigged vessels, primarily used in coastal travel or in a calm sea.

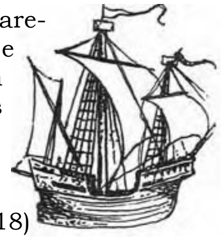


CARAVEL



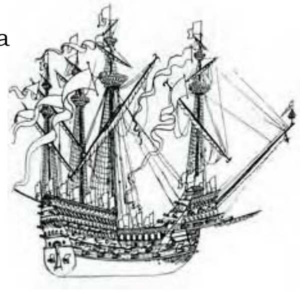
Description: This ship is a lateen-rigged vessel with at least three masts, quite seaworthy despite its small size. Its small size allows for some travel in large rivers.
Size: Length 60’, Keel 40’, Beam 18’, Depth 15’
Crew: Optimal: 18 (Piloting DC 16)
Adequate: 13 (Piloting DC 20)
Skeleton: 9 (Piloting DC 24)
Minimum Sailing Ranks: 4
Rigging / Sails: Lateen rigged /
Main Mast -1 Large Lateen, Hit Points 30
Mizzen mast -1 Medium Lateen, Hit Points 20
Bonaventure mast -1 Small Lateen, Hit Points 10
Oars / Oarsmen: none
Speed: 7 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: +3 (good)
Cargo: 60 tons
Transport: 40
Hull: Hit Points: 75, Hardness: 10, Break DC: 30
Deck: Hit Points: 60
Armaments:
Optional: small cannons (swivel-guns) on aftcastle

SMALL CARRACK



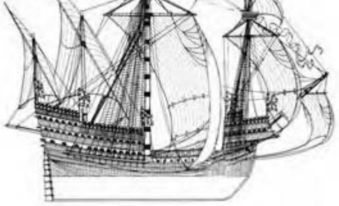
Description: This ship is a square-rigged vessel with at least three masts, quite capable of ocean voyages, but not on rivers. It has pronounced fore and aft castles.
Size: Length 80’, Keel 55’, Beam 26’, Depth 17’
Crew: Optimal: 28 (Piloting DC 18)
Adequate: 21 (Piloting DC 22)
Skeleton: 15 (Piloting DC 26)
Minimum Sailing Ranks: 4
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, 1 Small Square, Hit Points 60
Bow Sprit -1 Small Square, Hit Points 20
Foremast -1 Medium Square, Hit Points 30
Mizzen mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 6 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: E
Seaworthiness: +5 (good)
Cargo: 135 tons
Transport: 50
Hull: Hit Points: 200, Hardness: 10 (8 fore, stern), Break DC: 30
Deck: Hit Points: 135
Armaments:
Optional: both sides: 2 medium cannons below deck, 5 small cannons on deck
small cannons (swivel-guns) on aftcastle, crow’s nest

LARGE CARRACK



Description: This ship is a larger version of the carrack.
Size: Length 100’, Keel 70’, Beam 33’, Depth 20’
Crew: Optimal: 56 (Piloting DC 18)
Adequate: 42 (Piloting DC 22)
Skeleton: 30 (Piloting DC 26)
Minimum Sailing Ranks: 4
Rigging / Sails: Square rigged /
Main Mast - 1 Large Square, 1 Small Square, Hit Points 60
Bow Sprit -1 Small Square, Hit Points 20
Foremast -1 Medium Square, Hit Points 30
Mizzen mast -1 Medium Lateen, Hit Points 20
Bonaventure mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 7 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: E
Seaworthiness: +5 (good)
Cargo: 250 tons
Transport: 100
Hull: Hit Points: 420, Hardness: 12 (8 fore, stern), Break DC: 32
Deck: Hit Points: 250
Armaments:
Standard: each side: 5 medium cannons, 15 small cannons
2 medium cannons fore, 2 medium cannons aft
13 small cannons (swivel-guns) on aftcastle (5 each side, 3 aft)

CATARINA CARRACK

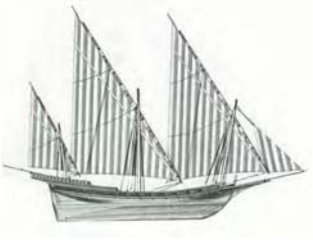


Description: This ship is the largest version of the carrack likely to be seen, fitted for warfare with a very large number of guns (although they are on the small side). As with all carracks, its multi-deck fore and aft castles make it difficult to maneuver.

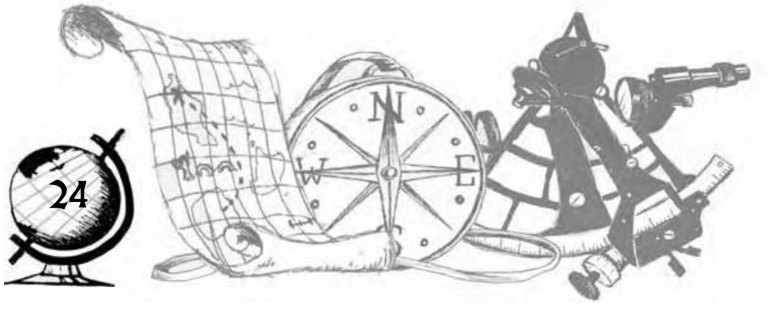
Size: Length 140’, Keel 100’, Beam 45’, Depth 23’
Crew: Optimal: 120 (Piloting DC 20)
Adequate: 85 (Piloting DC 24)
Skeleton: 60 (Piloting DC 28)
Minimum Sailing Ranks: 5
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, 1 Small Square, Hit Points 60
Bow Sprit -1 Small Square, Hit Points 20
Foremast -1 Medium Square, 1 Small Square, Hit Points 50
Mizzen mast -1 Large Lateen, Hit Points 30
Bonaventure mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 6 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: E
Seaworthiness: +5 (good)
Cargo: 530 tons
Transport: 250
Hull: Hit Points: 800, Hardness: 13 (8 fore, stern), Break DC: 32
Deck: Hit Points: 600
Armaments:
Standard: each side: 20 medium cannons, 40 small cannons
Fore: 2 medium cannons
Aft: 2 large cannons, 5 medium cannons, 10 small cannons
13 small cannons (swivel-guns) each on fore and aftcastle (5 each side, 3 aft)

Xebec

Description: This ship is a medium-sized lateen-rigged vessel, built with narrow lines for speed, but broad enough deck to carry three masts. Unlike the carracks, it does not have a high fore or aft castle. It is able to travel in fairly shallow waters as well as open sea, but it is rarely seen on open ocean. It is often used as a corsair.



Size: Length 90’, Keel 65’, Beam 24’, Depth 10’
Crew: Optimal: 50 (Piloting DC 16)
Adequate: 35 (Piloting DC 20)
Skeleton: 20 (Piloting DC 24)
Minimum Sailing Ranks: 5
Rigging / Sails: Lateen rigged /
Main Mast -1 Medium Lateen, Hit Points 20
Foremast -1 Large Lateen, Hit Points 30
Mizzenmast -1 Small Lateen, Hit Points 10
Oars / Oarsmen: none
Speed: 10 (sail)
Acceleration / Deceleration: 2/4 (sail)
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 60 tons
Transport: 200
Hull: Hit Points: 200, Hardness: 8, Break DC: 28
Deck: Hit Points: 140
Armaments:
Standard: Each side: 10 medium cannons

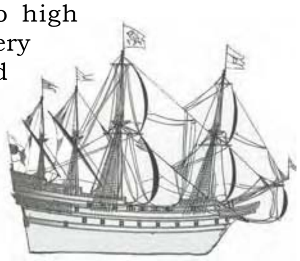


Category: Galleon Era

This category covers the most advanced ships which can be found in the era of exploration. Primarily carvel-built (with planks fitted flat against each other rather than overlapping), the galleon-era ship shows several improvements over the carrack era. The forecastle is much lower, improving maneuverability, although the sterns remain high. The hulls are more sturdy, and the armaments tend to be heavier.

Galleon

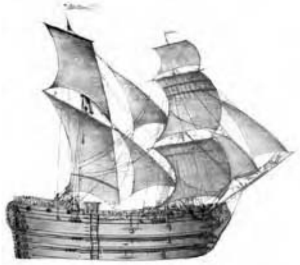
Description: This ship is a deep-keeled, low-charged (no high forecastle) vessel with very good sailing capability, and very good seaworthiness. It is used as a well-armed merchant ship or a military vessel.



Size: Length 135’, Keel 100’, Beam 33’, Depth 25’
Crew: Optimal: 100 (Piloting DC 18)
Adequate: 75 (Piloting DC 22)
Skeleton: 50 (Piloting DC 26)
Minimum Sailing Ranks: 6
Rigging / Sails: Square rigged /
Main Mast - 1 Large Square, 1 Medium Square, 1 Small Square, Hit Points 90
Foremast - 1 Medium Square, 1 Small Square, Hit Points 50
Bow sprit - 1 Small Square, Hit Points 20
Mizzen mast - 1 Large Lateen, Hit Points 30
Bonaventure mast - 1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 7 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: +10 (v. good)
Cargo: 400 tons
Transport: 200
Hull: Hit Points: 600, Hardness: 14 (stern 8), Break DC: 32
Deck: Hit Points: 400
Armaments:

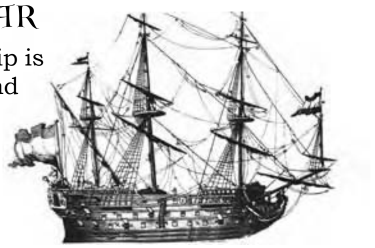
Standard: aft: 2 large cannons, 2 medium cannons
Fore: 2 medium cannons
Each side: 8 large cannons, 8 medium cannons

Merchantman

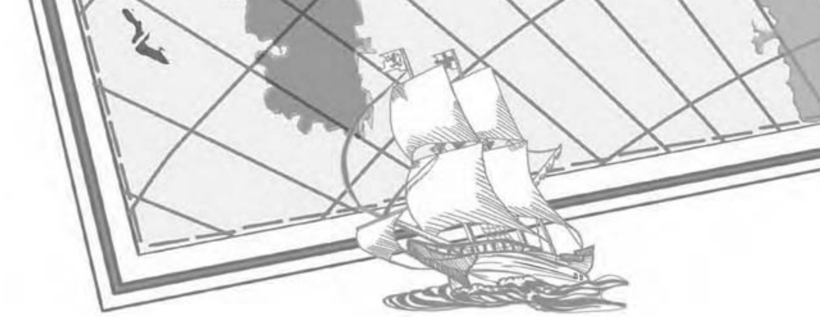


Description: This is a large galleon built primarily for merchant shipping.
Size: Length 180', Keel 140', Beam 45', Depth 28'
Crew: Optimal: 200 (Piloting DC 18)
Adequate: 150 (Piloting DC 22)
Skeleton: 100 (Piloting DC 26)
Minimum Sailing Ranks: 5
Rigging / Sails: Square rigged /
Main Mast - 1 Large Square, 1 Medium Square, 1 Small Square, Hit Points 90
Foremast -1 Medium Square, 1 Small Square, Hit Points 50
Bow sprit -1 Small Square, Hit Points 20
Mizzen mast -1 Large Lateen, Hit Points 30
Optional: Bonaventure mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 6 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: +10 (v. good)
Cargo: 925 tons
Transport: 250
Hull: Hit Points: 1000, Hardness: 12 (stern 6), Break DC: 32
Deck: Hit Points: 800
Armaments:
Standard: aft: 2 large cannons
Each side: 10 medium cannons

Man-of-War

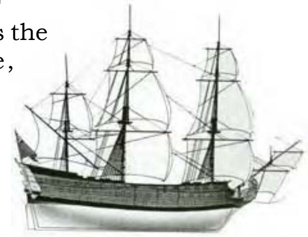


Description: This ship is a large galleon built and equipped as a warship, with two full gun decks.
Size: Length 160', Keel 120', Beam 35', Depth 26'
Crew: Optimal: 300 (Piloting DC 18)
Adequate: 200 (Piloting DC 22)
Skeleton: 100 (Piloting DC 26)
Minimum Sailing Ranks: 6
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, 1 Medium Square, 1 Small Square, Hit Points 90
Foremast -1 Medium Square, 1 Small Square, Hit Points 50
Bow sprit -1 Small Square, Hit Points 20
Mizzen mast - 1 Large Lateen, Hit Points 30



Bonaventure mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 8 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: +10 (v. good)
Cargo: 400 tons
Transport: 700
Hull: Hit Points: 1000, Hardness: 14 (stern 8), Break DC: 32
Deck: Hit Points: 600
Armaments:
Standard: aft: 4 large cannons, 4 medium cannons
Fore: 2 large cannons
Each side: 20 large cannons, 20 medium cannons

Royal Galleon



Description: This ship is the top ship-of-the-line, usually the king's own vessel. It is a supreme warship, with double-hulled construction and three gun decks.
Size: Length 200', Keel 150', Beam 50', Depth 30'
Crew: Optimal: 400 (Piloting DC 20)
Adequate: 300 (Piloting DC 24)
Skeleton: 200 (Piloting DC 28)
Minimum Sailing Ranks: 6
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, 1 Medium Square, 1 Small Square, Hit Points 90
Foremast -1 Large Square, 1 Medium Square, 1 Small Square, Hit Points 90
Bow sprit - 2 Small Square, Hit Points 40
Mizzen mast -1 Large Lateen, 1 Small Square, Hit Points 50
Bonaventure mast - 1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 7 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: E
Seaworthiness: +5 (good)
Cargo: 750 tons
Transport: 1600
Hull: Hit Points: 2000, Hardness: 18 (stern 8), Break DC: 40
Deck: Hit Points: 1400

Armaments:
Standard: Aft: 6 large cannons, 6 medium cannons
Fore: 4 large cannons
Each side: 36 large cannons, 16 medium cannons

Frigate

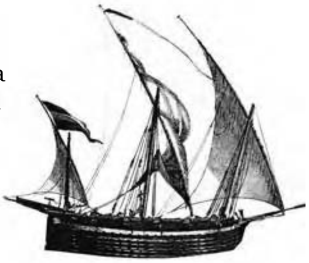
Description: This ship is a medium-sized, fast vessel of the galleon-category with a slightly lower stern, used as a well-armed merchant ship or as a military dispatch vessel.
Size: Length 110', Keel 90', Beam 30', Depth 15'
Crew: Optimal: 60 (Piloting DC 17)
Adequate: 45 (Piloting DC 21)
Skeleton: 30 (Piloting DC 25)
Minimum Sailing Ranks: 6
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, 1 Medium Square, 1 Small Square, Hit Points 90
Foremast -1 Medium Square, 1 Small Square, Hit Points 50
Bow sprit -1 Small Square, Hit Points 20
Mizzen mast -1 Large Lateen, Hit Points 30
Oars / Oarsmen: none
Speed: 10 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: +10 (v. good)
Cargo: 180 tons
Transport: 110
Hull: Hit Points: 350, Hardness: 12 (stern 8), Break DC: 32
Deck: Hit Points: 250
Armaments:
Standard: Each side: 12 large cannons, 4 medium cannons

Category: Small Ships

Small ships tend to vary greatly, depending on the local wind conditions, but also heavily on the ship-building traditions of the local area. The following ships provide a good collection of vessels of different sizes, but the GM should feel free to alter rigging or other details as appropriate to the local culture.

Ketch

Description: This ship is a small two-masted merchant vessel, usually only lightly armed, capable of sea travel, and some river travel.



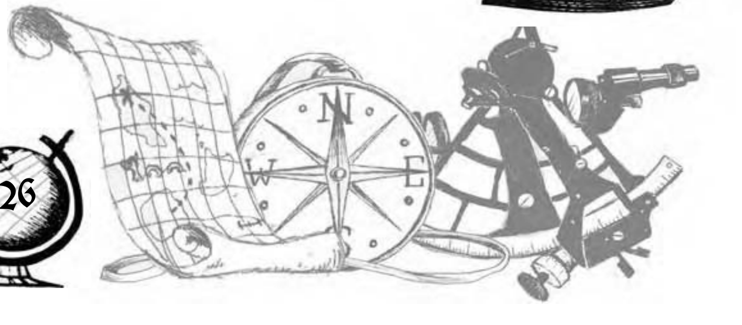
Size: Length 65', Keel 50', Beam 17', Depth 11'
Crew: Optimal: 12 (Piloting DC 16)
Adequate: 9 (Piloting DC 20)
Skeleton: 6 (Piloting DC 24)
Minimum Sailing Ranks: 4
Rigging / Sails: Square rigged /
Main Mast -1 Medium Square, 1 Small Square, Hit Points 50
Bow sprit -1 Small Square, Hit Points 20
Mizzen mast -2 Small Square, Hit Points 40
Oars / Oarsmen: none
Speed: 8 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: +5 (good)
Cargo: 50 tons
Transport: 20
Hull: Hit Points: 70, Hardness: 10 (stern 8), Break DC: 30
Deck: Hit Points: 50
Armaments:
Optional: Each side: 5-8 medium cannons

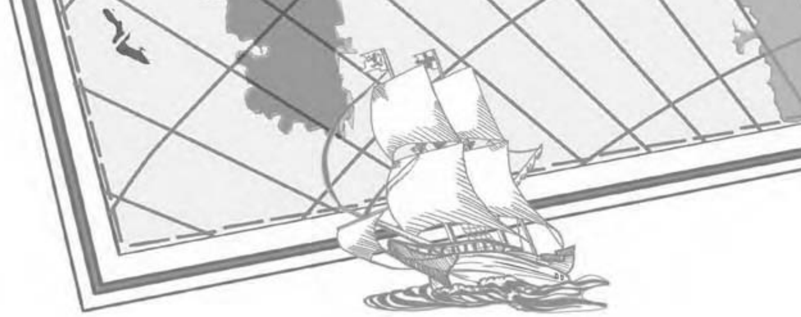
Polacre

Description: This ship is a small lateen-rigged vessel, able to travel in fairly shallow waters as well as open sea.
Size: Length 50', Keel 35', Beam 15', Depth 10'
Crew: Optimal: 7 (Piloting DC 14)
Adequate: 5 (Piloting DC 18)
Skeleton: 3 (Piloting DC 22)
Minimum Sailing Ranks: 4
Rigging / Sails: Lateen rigged /
Main Mast -1 Medium Lateen, Hit Points 20
Foremast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 8 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 30 tons
Transport: 13
Hull: Hit Points: 45, Hardness: 8, Break DC: 28
Deck: Hit Points: 30
Armaments: None

Keelboat

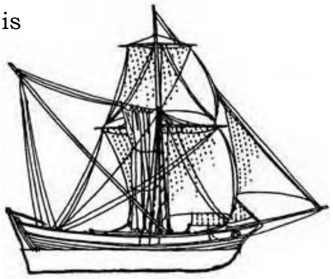
Description: This is a flat-bottomed boxy ship designed for transporting cargo or small numbers of troops along rivers (often drifting with the current, or being rowed or towed upriver), although it is also capable of limited travel on open sea. Because of its size and poor maneuverability, however, it is rarely used for non-coastal voyages.
Size: Length 50', Keel 42', Beam 15', Depth 8'
Crew: Optimal: 8 (Piloting DC 16)
Adequate: 6 (Piloting DC 18)
Skeleton: 4 (Piloting DC 20)
Minimum Sailing Ranks: 1
Rigging / Sails: Square rigged / Main Mast -1 Medium Square, Hit Points 30





Oars / Oarsmen: 16 oars, 16 oarsmen
Speed: 4 (sail), 2 (oar)
Acceleration / Deceleration: 1/3 (sail), 2/2 (oars)
Maneuverability: F, B (oar at 0 speed)
Seaworthiness: -5 (very poor)
Cargo: 20 tons
Transport: 30
Hull: Hit Points: 40, Hardness: 8, Break DC: 25
Deck: Hit points: 25, Hardness: 5
Armaments:
Optional: 1 small cannon aft, 1 small cannon fore

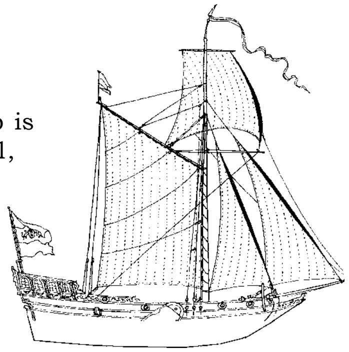
Pinnace



Description: This ship is a small, two-masted merchant vessel supported by oars, usually only lightly armed, capable of very limited sea travel, and some river travel.
Size: Length 45’, Keel 40’, Beam 13’, Depth 9’

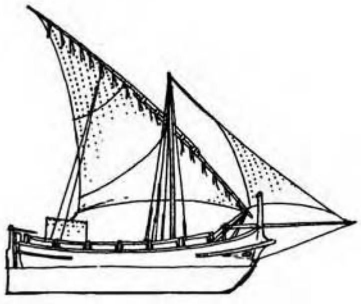
Crew: Optimal: 9 (Piloting DC 16)
Adequate: 7 (Piloting DC 20)
Skeleton: 5 (Piloting DC 24)
Minimum Sailing Ranks: 4
Rigging / Sails: Square rigged / Main Mast - 1 Medium Square, 1 Small Square, Hit Points 50
Bow sprit -1 Small Square, Hit Points 20
Mizzen mast -1 Small Lateen, Hit Points 30
Oars / Oarsmen: 12 oars, 12 oarsmen
Speed: 9 (sail), 2 (oars)
Acceleration / Deceleration: 1/3 (sail), 2/2 (oars)
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 17 tons
Transport: 25
Hull: Hit Points: 30, Hardness: 8, Break DC: 28
Deck: Hit Points: 20
Armaments:
Optional: Each side: 5-8 small cannons

Yacht



Description: This ship is a small, swift vessel, usually only lightly armed, capable of sea travel, and some river travel.
Size: Length 40’, Keel 33’, Beam 11’, Depth 8’
Crew: Optimal: 11 (Piloting DC 17)
Adequate: 8 (Piloting DC 21)
Skeleton: 5 (Piloting DC 25)
Minimum Sailing Ranks: 6
Rigging / Sails: Lateen rigged /
Main Mast -1 Medium Gaff, 1 Small Square, Hit Points 50
Bow sprit -2 Small Lateen, Hit Points 40
Oars / Oarsmen: none
Speed: 11 (sail)
Acceleration / Deceleration: 2/4 (sail)
Maneuverability: C
Seaworthiness: +5 (good)
Cargo: 14 tons
Transport: 20
Hull: Hit Points: 30, Hardness: 10 (stern 8), Break DC: 30
Deck: Hit Points: 18
Armaments:
Optional: Each side: 2 medium cannons

Fishing Boat



Description: This ship is a small vessel used for fishing or local transport, able to sail in shallow waters.
Size: Length 30’, Keel 25’, Beam 10’, Depth 6’
Crew: Optimal: 4 (Piloting DC 16)
Adequate: 3 (Piloting DC 20)
Skeleton: 2 (Piloting DC 24)
Minimum Sailing Ranks: 4
Rigging / Sails: Lateen rigged /
Main Mast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: none
Speed: 7 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: D
Seaworthiness: -3 (poor)
Cargo: 7 tons
Transport: 6
Hull: Hit Points: 15, Hardness: 6, Break DC: 26
Deck: Hit Points: 15
Armaments: None

Sail Boat

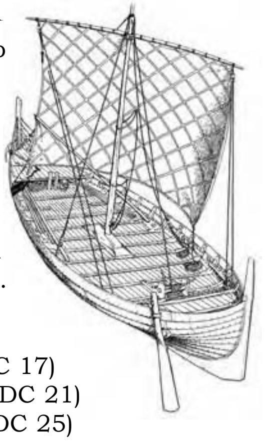
Description: This ship is a very small vessel used for fishing or local transport, able to sail in shallow waters.
Size: Length 20’, Keel 15’, Beam 6’, Depth 4’
Crew: Optimal: 3 (Piloting DC 15)
Adequate: 2 (Piloting DC 19)
Skeleton: 1 (Piloting DC 23)
Minimum Sailing Ranks: 4

Rigging / Sails: Square rigged /
Main Mast - 1 Small Square, Hit Points 20
Oars / Oarsmen: 2 oars
Speed: 6 (sail), 1 (oars)
Acceleration / Deceleration: 1/3 (sail), 1/1 oars
Maneuverability: C, A (speed 0, with oars)
Seaworthiness: -5 (v. poor)
Cargo: 2 tons
Transport:
Hull: Hit Points: 6, Hardness: 5, Break DC: 25
Deck: Hit Points: 6
Armaments: None

Category: Fantastic Ships

Under this category you will find a selection of ships as may be built by non-human races or with magical means.

Dwarven Knorr

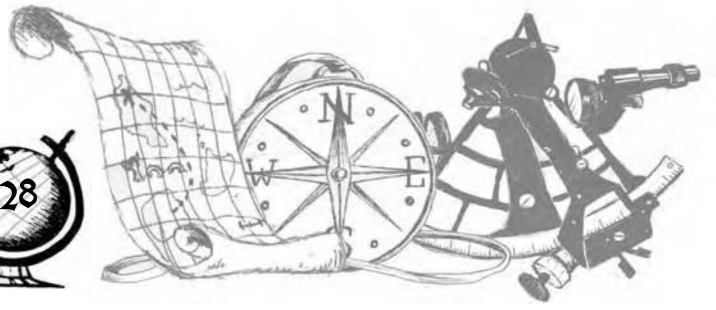


Description: This ship also belongs in the longship category, but is designed more for mercantile use rather than warfare. As such, it is broader and slower, with oars primarily used for maneuvering rather than propulsion, but no less sturdy.

Size: Length 50’, Keel 45’, Beam 15’, Depth 6’
Crew: Optimal: 8 (Piloting DC 17)
Adequate: 6 (Piloting DC 21)
Skeleton: 4 (Piloting DC 25)
Minimum Sailing Ranks: 3
Rigging / Sails: Square rigged /
Main Mast -1 Medium Square, Hit Points 30
Oars / Oarsmen: 8 oars, 8 oarsmen
Speed: 7 (sail), 2 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 2/2 (oar)
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 15 tons
Transport: 25
Hull: Hit Points: 50, Hardness: 10, Break DC: 30
Deck: Hit Points: 20
Armaments: None

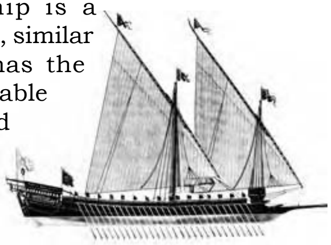
Dwarven Skaid

Description: This ship is a high-quality example from the longship category. Dwarven craftsmanship enhances its strength and flexibility, so that it is at once much lighter and sturdier than a human vessel. As any longship, its shallow draft allows it to travel up even small rivers, while its superb construction provides adequate sea-faring capability.



Size: Length 100’, Keel 80’, Beam 20’, Depth 7’
Crew: Optimal: 13 (Piloting DC 19)
Adequate: 9 (Piloting DC 23)
Skeleton: 5 (Piloting DC 27)
Minimum Sailing Ranks: 5
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, Hit Points 40
Oars / Oarsmen: 50 oars, 50 oarsmen
Speed: 8 (sail), 4 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 4/4 oar
Maneuverability: D
Seaworthiness: 0 (fair)
Cargo: 40 tons
Transport: 180
Hull: Hit Points: 150, Hardness: 12, Break DC: 32
Deck: Hit Points: 60
Armaments: None

Elven Assault Ship



Description: This ship is a smaller galley-class vessel, similar to the Man-o-War. It has the added capability of being able to be rowed at full speed onto a beach, disgorging its warriors, then being rapidly launched back into the water again by the rowers who climb out to push and back in over the ship’s sides using a maze of handholds. Used alone as a raiding vessel, or as a support vessel for a Man-o-War, this fast ship can strike fear into those who see it.

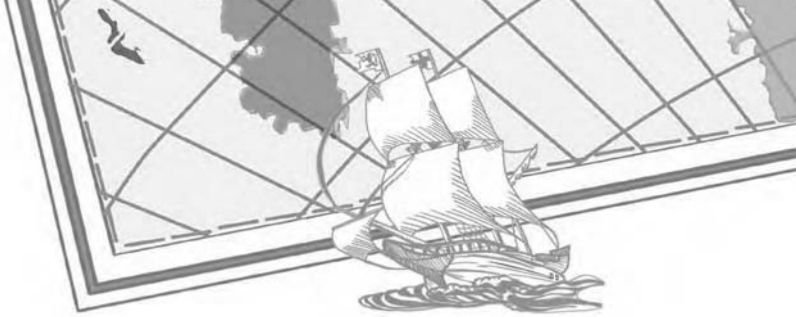
Size: Length 100’, Keel 90’, Beam 15’, Depth 8’
Crew: Optimal: 25 (Piloting DC 20)
Adequate: 20 (Piloting DC 24)
Skeleton: 15 (Piloting DC 28)
Minimum Sailing Ranks: 6
Rigging / Sails: Lateen rigged /
Main Mast -1 Large Lateen, Hit Points 30
Foremast -1 Medium Lateen, Hit Points 20
Oars / Oarsmen: 80 oars, 160 oarsmen
Speed: 7 (sail), 5 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 5/5 (oar)
Maneuverability: D, A (oar at 0 speed)
Seaworthiness: 0 (fair)
Cargo: 10 tons
Transport: 285
Hull: Hit Points: 130, Hardness: 13, Break DC: 33
Deck: Hit Points: 50
Armaments:
Standard: Large Ram 2d8 (+8 if enchanted, can be lifted for beaching maneuver)
1 fire shooter fore and 1 fire shooter aft (120 degree arcs of fire)
2 ballista starboard, 2 ballista port (120 degree arcs of fire)

Elven Man-o-War

Description: This ship is a large galley-class vessel with sails and oars. As with all elven items, it is meticulously crafted in all details, allowing it capabilities well beyond a similar human-built vessel. The ingenious arrangement of oars and rowers below the main deck provides for improved speed and maneuverability, as rowers actually change positions depending on the maneuver. However, rowers require very extensive training – a luxury usually only the longevity of elves allows. The deck mounts fire shooters, and the ship sports a ram which is often enchanted to cut through wood like butter. Top this off with the usual complement of elven mages, and this vessel is a formidable enemy despite its apparent lack of firepower.
Size: Length 140', Keel 120', Beam 23', Depth 10'
Crew: Optimal: 50 (Piloting DC 20)
Adequate: 35 (Piloting DC 24)
Skeleton: 22 (Piloting DC 28)
Minimum Sailing Ranks: 6
Rigging / Sails: Lateen rigged /
Main Mast - 1 Large Lateen, Hit Points 30
Foremast - 1 Medium Lateen, Hit Points 20
Mizzen mast - 1 Medium Lateen, Hit Points 20
Oars / Oarsmen: 120 oars, 240 oarsmen
Speed: 6 (sail), 4 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 4/4 (oar)
Maneuverability: D, A (oar at 0 speed)
Seaworthiness: 0 (fair)
Cargo: 60 tons
Transport: 500
Hull: Hit Points: 350, Hardness: 16, Break DC: 36
Deck: Hit Points: 150
Armaments:
Standard: Giant Ram 2d10 (+10 if enchanted)
2 fire shooters fore and 2 fire shooters aft (120 degree arcs of fire)
4 ballista starboard, 4 ballista port (120 degree arcs of fire)
Optional: 2 fire shooters starboard and 2 fire shooters port

Gnomish Paddlewheel

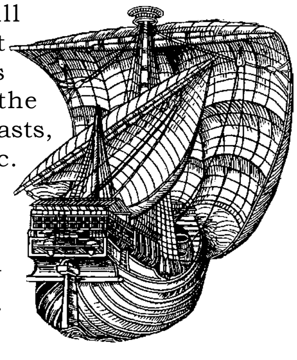
Description: This ship is a strange sight indeed. Although it sports sails, its main means of propulsion are two large paddlewheels, one each mounted in the center of port and starboard sides of the ship. These paddlewheels are powered by some mechanism known only to the gnomes – although they don't even seem to agree with each other, as many arguments have been heard between gnomish crew about the efficiency of giant hamsters as opposed to fired steam kettles.
Size: Length 80', Keel 60', Beam 20', Depth 12'
Crew: Optimal: 30 (Piloting DC 20)
Adequate: 24 (Piloting DC 24)
Skeleton: 18 (Piloting DC 28)
Minimum Sailing Ranks: 3
Rigging / Sails: Square rigged /
Main Mast -1 Large Square, Hit Points 40
Mizzen mast -1 Medium Lateen, Hit Points 20



Oars / Oarsmen: special – 2 paddlewheels
Speed: 5 (sail), 5 (paddlewheel, although speed may vary)
Acceleration / Deceleration: 1/3 (sail), 2/2 (paddlewheel)
Maneuverability: D, B (paddlewheels at 0 speed)
Seaworthiness: -3 (poor)
Cargo: 50 tons
Transport: 250 (gnome-sized)
Hull: Hit Points: 130, Hardness: 8, Break DC: 28
Deck: Hit Points: 80
Armaments:
Standard: 6 small cannon each port and starboard, 2 small cannon each fore and aft
Optional: 6 medium cannon each port and starboard

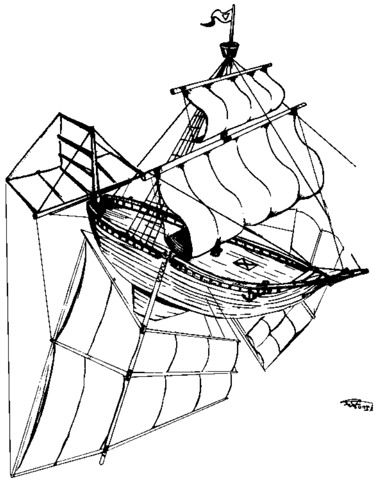
Gnomish Trade Fluit

Description: This ship is a huge, clumsy vessel, which looks like it might roll over at any time, but somehow still manages to stay afloat. It appears to be in a continuous state of construction as the gnomes add and remove masts, sails, devices, pulleys, etc. with no apparent rhyme or reason. Its interior is a honeycombed maze of decks and chambers, frequently sized to gnomish proportions.



Size: Length 160', Keel 130', Beam 50', Depth 40'
Crew: Optimal: 400 (Piloting DC 22)
Adequate: 250 (Piloting DC 26)
Skeleton: 150 (Piloting DC 30)
Minimum Sailing Ranks: 3
Rigging / Sails: Square rigged /
Main Mast -1 Great Square, 2 Small Square, Hit Points 90
Port and Starboard Mast -1 Medium Square, Hit Points 30
Oars / Oarsmen: none
Speed: 5 (sail)
Acceleration / Deceleration: 1/3 (sail)
Maneuverability: F
Seaworthiness: -3 (poor)
Cargo: 1100 tons
Transport: 2200 (gnome-sized)
Hull: Hit Points: 2000, Hardness: 8, Break DC: 28
Deck: Hit Points: 1200
Armaments:
Optional: you just never know what they've got

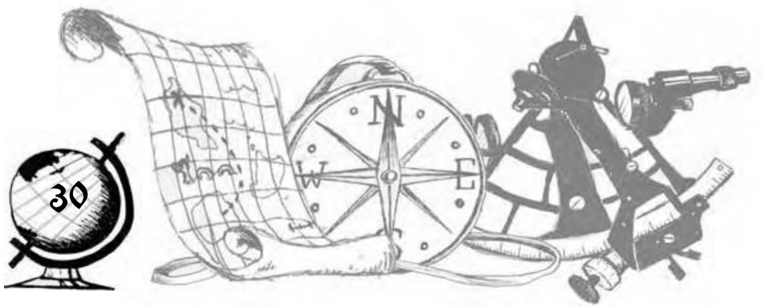
Golden Eagle



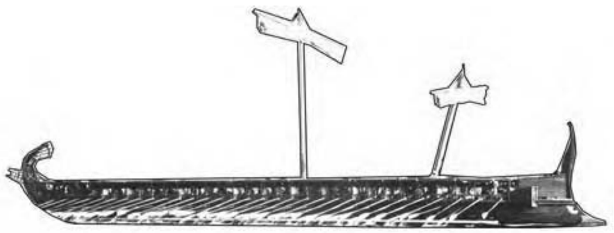
Description: This ship is specifically designed for flying, and is capable of stable flight either with or without a dragstone. This ship has two permanent upright masts, and when travelling either on the surface of water like a normal ship, or sailing on the magical water effect created by a dragstone or similar magic, these are the only sails used. In addition it has port and starboard radial masts which project to the side and down at 120 degrees when deployed. These masts can be pulled up when not in use, and then let down for flying. In addition the ship is equipped with a fluke sail and a rudder sail.

Size: Length 70’, Keel 55’, Beam 16’, Depth 10’
Crew: Optimal: 40 (Piloting DC 20)
Adequate: 30 (Piloting DC 24)
Skeleton: 20 (Piloting DC 28)
Minimum Sailing Ranks per sailor: 6

Rigging / Sails: Square rigged /
Main Mast - 1 Medium Square, 1 Small Square, Hit Points 50
Foremast - 1 Medium Square, 1 Small Square, Hit Points 50
Flying only – two additional radial masts with one medium and one small square sail each, fluke sail, and rudder sail
Oars: none
Speed: Water - 7, Flying - 12
Acceleration / Deceleration: 1/3 (water), 2/3 (flying)
Maneuverability: Water - D, Flying - special
Seaworthiness: -3 (poor)
Aerodynamics: +3 (good), 80%
Cargo: 35 tons
Transport: 50
Hull: Hit points: 80, Hardness: 10, Break DC: 28.
Deck: Hit points: 60, Hardness: 5
Armaments:
Optional: 2 medium cannon fore, 3 drops each port and starboard deck



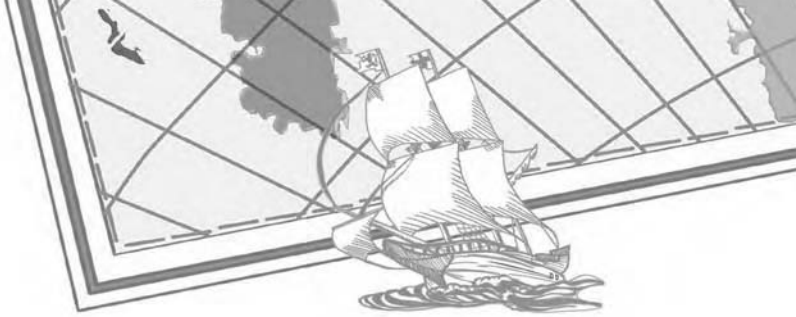
Orcish Dromon



Description: This ship is a large, crudely built, broad galley primarily used to transport troops. Slaves are used as rowers, chained below deck in abysmal conditions.
Size: Length 200’, Keel 180’, Beam 55’, Depth 12’
Crew: Optimal: 40 (Piloting DC 16)
Adequate: 30 (Piloting DC 20)
Skeleton: 20 (Piloting DC 24)
Minimum Sailing Ranks: 3
Rigging / Sails: Square rigged /
Main Mast - 1 Large Square, Hit Points 40
Foremast - 1 Large Square, Hit Points 30
Mizzen mast - 1 Medium Lateen, Hit Points 20
Oars / Oarsmen: 200 oars, 600 oarsmen
Speed: 2 (sail), 2 (oar – cruising)
Acceleration / Deceleration: 1/3 (sail), 1/1 (oar)
Maneuverability: F, B (oar at 0 speed)
Seaworthiness: 0 (fair)
Cargo: 300 tons
Transport: 1500
Hull: Hit Points: 850, Hardness: 8, Break DC: 28
Deck: Hit Points: 500
Armaments:
Standard: 3 Large Catapults, 4 Small Catapults
Optional: add small and medium cannons

Sky Chariot

Description: This is a light and sleek ship, either made of featherwood or fixed with a liftstone, which is designed to be pulled by aerial mounts. It is not seaworthy and has no propulsion other than its mounts. For maximum speed it requires 7 pairs of large sized aerial mounts.
Size: Length 65’, Keel 50’, Beam + 20’, Depth 10’
Crew: Optimal: 20 (Piloting DC 18)
Adequate: 14-19 (Piloting DC 22)
Skeleton: 8-13 (Piloting DC 26)
Minimum Sailing Ranks: 2
Rigging / Sails: None
Oars / Oarsmen: None
Speed: Special
Acceleration / Deceleration: 20% per round
Maneuverability: Special
Aerodynamics: 100%
Cargo: 20 tons
Transport: 120
Hull: Hit Points: 100, Hardness: 8, Break DC: 28
Deck: Hit Points: 30
Armaments: None



Ship Construction and Design

Despite the existence of literally dozens of different styles of ships and other waterborne vessels, there is always a captain that is not satisfied. They want ships that are faster or stronger, that can carry more soldiers or operate with less crew, ships that are more maneuverable, with more cargo space, more cannon, faster acceleration or even different rigging. Unfortunately, modifying existing ships, or even designing a new ship class from the ground up, is not an exact science. It is ultimately the decision of the GM to determine whether a particular modification would work, or a new ship class is technologically viable in their world.

The first, and most important fact that a GM must determine is the level of naval technology in the world. The ships listed above are broken down into categories based on what kind of technology was used to build them. In the real world, Vikings were using longboats as early as 793 AD. The English, French, and Spanish navies were still fighting it out on frigates in the waters of Europe and the Caribbean until the 19th century. Of course, role-playing games are rarely historically accurate, especially when it comes to technology and the realism of certain inventions and when they came about, so it is truly the GM's decision. A large continental landmass with little naval travel may develop firearms before inventing sailing ships, instead relying on oared boats to traverse the rivers. A world made up of dozens of island nations could have developed sails, even complex rigging and hull construction, before steel. The ship classes that we provide can function as guidelines, but GMs are encouraged to modify them in any way that makes sense for their particular campaign.

A character wanting to modify an existing design, though, is a different situation. It is usually assumed that the best available naval technology is used when a shipwright designs a ship, and that all possible corners have been cut to maximize performance. Making changes to the current configuration should always have side effects. A frigate that is modified to increase its speed from 10 to 12 may drop to Maneuverability Class E, or lose 2 points of seaworthiness. Changing a ship from lateen rigged to square rigged will definitely cost maneuverability, while going from square to lateen will cause a drop in speed. Lateen rigged ships are also typically more complicated, and therefore may require more ranks in the Sailor skill to adequately crew. Adding hardness or hull hit points will typically reduce the cargo space and the maneuverability. Regardless of what sort of modification is made, there should always be some other change in the performance of the ship.

Of course, this all implies that mundane methods are used to modify a ship. In a highly fantastic world, there can be all sorts of supernatural or magical means to change the performance of a ship. A new type of tree can be discovered that allows ships to be made harder without affecting its movement. Sails can be enchanted to enhance the wind they catch, effectively increasing the speed of the ship. Perhaps a magical item can be constructed to make a flat-bottomed ship be as seaworthy as a deep keel. The options are only as limited as the GM wants them to be.

The cost of a ship represents the price on the open market. Constructing a ship follows all of the item creation rules listed in *Core Rulebook I* under the Craft skill (pg 65), but obviously a single laborer would take years, if not decades, to make a ship on their own. Ships are built with teams of laborers; carpenters, blacksmiths, weavers, and shipwrights. Instead of making individual Craft skill checks for every person working on a ship, the GM can make a single roll to gauge the progress of the entire team. The DC of this roll is based on the technological level of the team. A crack team of shipbuilders working on a ship that is a virtually obsolete design may have DC 8, while that same design may be DC 20 for a group of laborers who have never worked on a ship before, or who simply do not have the proper tools or other resources available to them. New ship designs, especially ones that attempt to take advantage of new and untested technology, may have a DC as high as 35. A dry-dock is typically required to build a ship, just like a forge is necessary to do the blacksmithing work, a mill necessary to cut the lumber into planks, etc. Missing any of these critical components will increase the DC of the Craft skill check by as much as 5, or even 10 in the event that there is no dry-dock present. Any medium town with a deep-water port will have a dry-dock, as well as any community that derives a majority of its income from ocean travel.

> "There's always something new just over the horizon. A shipwright claiming to get it just a bit better; a little faster, a bit steadier, a tad tougher. In my line of work, you have to stay on top of things like this. That slight edge could mean the difference between riches and ruin."
>
> ~Capt. Donatello Duros, Privateer

CHAPTER 3:
THE VOYAGE

PUTTING IT ALL TOGETHER

Navigators, pilots, and sailors must all pool their talent and labor to sail a ship successfully from one location to another. For any voyage, a route must first be determined. If the voyage will entail several stops, or will have some segments along coastline and others across open sea, then the voyage should be divided into "legs". At maximum, one leg of a voyage should not be longer than 1 month of travel, and therefore long stretches of travel across open seas should be divided into legs. Alternatively, a ship may be exploring and therefore not have any particular destination. In such situations each leg of the voyage should be defined by duration, rather than distance or locations.

Voyages may take up little game time and be described in very vague detail, or they may be the core of the adventure, with each day played out. Therefore, the GM is free to choose whether to divide the voyage into small legs, as short as one day, or into long legs, as long as one month or the total distance between two ports.

Follow the step by step instructions below for putting together a ship voyage.

STEP 1: OUTLINE THE VOYAGE

As above, divide the voyage into legs. Each leg of the journey will be one identifiable segment of travel – either between two ports, or the portion of a voyage along a coastline or down a river, etc. Or each leg can be a duration of travel – such as one week or month across open ocean.

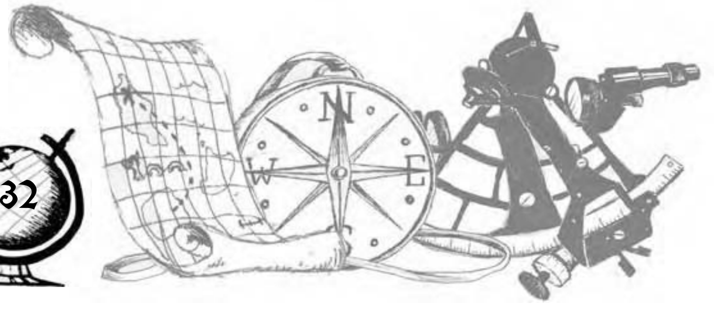
For each leg, the GM should determine the distance, and from that calculate the duration of the journey based upon the average speed of the ship. For rowing vessels, average speed equals the speed at which the ship is being rowed, with no adjustments. For sailing vessels, average speed will be determined by the prevailing wind pattern (see Using Wind Direction in Chapter 1 for details); therefore, determine the weather for that leg as in step 2 in order to calculate the ships average speed. Finally, multiply by 12 hours per day for single shift, and 24 hours per day for double shift. Ship speed may also be adjusted by various situational factors, such as spells and rituals. The GM should then determine the weather for that leg of the trip. For detailed voyages, it is highly recommended that the GM use a master map that will help keep track of all these details.

STEP 2: DETERMINE WEATHER

For each leg of the journey, determine what the weather conditions are. Roll once on Table 1-3: Random Weather at Sea for each week of travel to determine the weather during that week. For any extreme weather (storm or worse) roll 1d4 to determine the number of days during that week that the storm was active. For legs that are shorter than one week, roll once on the Random Weather at Sea table for each leg.

If there was extreme weather during the week, the crew might have to make a collective Sailor skill check. If they fail the check, then consult Table 1-4: Adverse Weather Failed Crew Skill Check, to determine what happened. Then go back to step 1 for that leg of the journey, starting at the ship's new location. If the crew made their skill check, then proceed to step 3.

For each leg of the voyage, follow steps 3 and 4 as outlined below either Along River or Coastline or Across Open Ocean, depending on where that leg of the journey will take place.



STEP 3: PILOTING (RIVER OR COASTLINE)

If a particular leg of the voyage will be along coastline or a river, then navigation is not necessary. The pilot should make a Pilot skill check for that leg of the journey. This will determine how accurately the pilot has determined speed and heading, or recognized terrain hazards, or adjusted for wind and weather. The DC for the Pilot skill check is determined by the type of ship and the size of the crew, plus the weather DC modifier (determined in step 2). Add situational modifiers for the Piloting skill check according to the tables in this chapter.

It is not necessary to make a skill check for the crew. It is assumed that the crew performs their job if they meet the minimal requirements. Also, the size of the crew is already taken into consideration in the base DC for piloting. It is only necessary for the crew to make specific skill checks in order to avoid or correct harmful situations. If the hull takes a certain amount of damage, then the crew may need to make a skill check to avoid sinking (see *Chapter 4: Naval Combat*). Also, if the ship becomes stuck, the crew can make a skill check (DC 20) to break the ship free.

Unless there are special encounters, this leg of the journey is over. To proceed on to the next leg of the journey go back to step 2.

TABLE 3-1: SITUATIONAL ADJUSTMENTS TO PILOTING SKILL CHECK

Situation	Modifier
Piloting without a map	-5
Route completely unknown	-5
Route somewhat known	0
Route very familiar	+5
Terrain difficulty	0 to -10
Shallow river	-4
Deep river	-2
Coastline	0
Open ocean	-4

TABLE 3-2: SUMMARY OF BONUSES TO PILOT SKILL CHECK FROM INSTRUMENTS (SKILLED ONLY)

Along River/Coastline	Bonus
Compass	+1
Map	+1 to +10*
Spyglass	+1
Telescope	+2

Across Open Ocean	
Compass	+2
Spyglass	+1
Telescope	+2
Timepiece	+1 to +3*

* Depending upon quality

STEP 3: NAVIGATION (OPEN OCEAN)

For legs that require travel out of sight of land, then either the pilot must make a Piloting Without Navigation skill check (DC 20), or the navigator must make a Navigation skill check (DC 20). The following table should be used to add bonuses or penalties to the skill check.

In the Navigation skill check, a successful roll indicates that the navigator correctly plotted a safe and efficient route to the desired destination. A failed

TABLE 3-3: PILOT FAILED SKILL CHECK ALONG RIVER OR COASTLINE

Failed by	Result
1-2	Circuitous route: journey time increased by 50%
3-6	Encounter hazards: journey time doubled, ship hull takes 2d10 damage
7-10	Ship run aground: ship hull takes 4d10 damage, ship must be rescued
>10	Travel wrong way along coastline, or took wrong branch of river

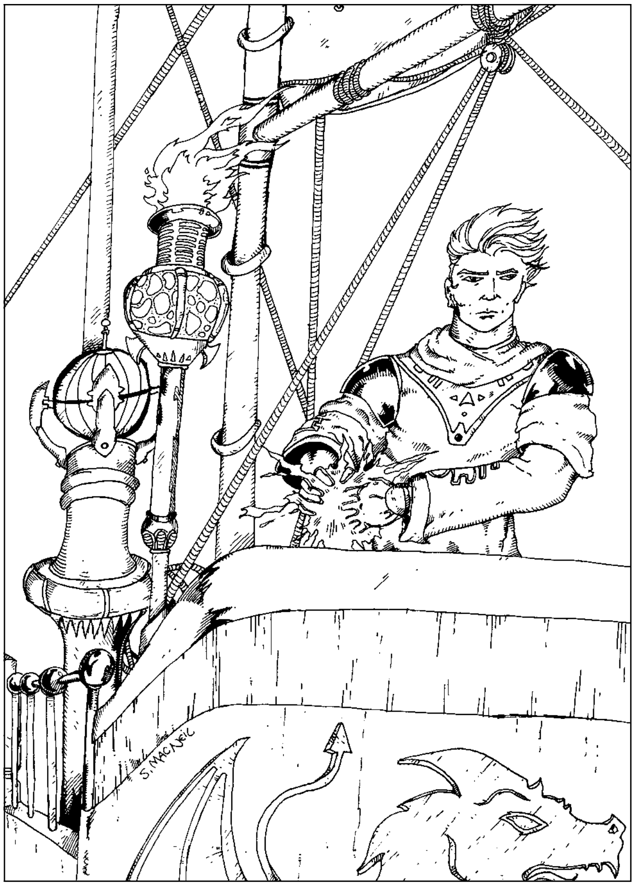
TABLE 3-4: SITUATIONAL ADJUSTMENTS TO NAVIGATION SKILL CHECK

Situation	Modifier
Navigating without a map	-5
Route completely unknown	-5
Route somewhat known	0
Route very familiar	+5
Duration of Voyage	-1 for every week of travel, rounded up

TABLE 3-5: SUMMARY OF BONUSES TO NAVIGATION SKILL CHECK FROM INSTRUMENTS (SKILLED ONLY)

Instrument	Bonus
Compass	+1
Map	+1 to +10*
Sextant	+2

* Depending upon quality



Navigation skill check means that the course will be off by a percentage of the distance of that leg equal to 10 x the amount by which the check failed. Therefore, for a 400-mile leg across open ocean (DC 20), if the total roll on the skill check is 16 (failed by 4) then the course plotted will be off by 40% of 400 = 160 miles off course. The GM should then roll a d20 to determine a random direction (see Table 1-5: Random Direction) and place the ship's plotted destination 160 miles in that direction from the desired destination.

Step 4: Piloting (Open Ocean)

After the navigator makes his skill check, however, the ship has still not traveled anywhere. The navigator must then give his course instructions to the pilot, who will then steer the ship along the plotted course. The GM may wish to keep the exact results of the navigation skill check secret until after the pilot has made his skill check.

The pilot must then make a skill check for that leg of the journey. This will determine how accurately the pilot has determined speed and heading, or adjusted for wind and weather. The DC for the Pilot skill check is determined by the type of ship and the size of the crew, plus the weather DC modifier (determined in step 2). Add situational modifiers for the Piloting skill check according to the Tables 3-1 and 3-2.

If the Pilot makes his skill check, then he has safely and accurately piloted the ship to where the navigator had indicated. If the navigator was 160 miles off course, then the pilot will direct the ship accurately to the location 160 miles away from the intended destination, as indicated by the navigator. If the pilot fails the skill check, then he has steered the ship off his intended course. The pilot will also be off course by a percentage of the distance of that leg equal to 10 times the amount by which the check failed. For the 400 mile trip given in the example above for the navigator, if the pilot failed the skill check by 2 then he will be 20% of 400 = 80 miles off course. Use the location indicated by the navigator, then roll a d20 on Table 1-5: Random Direction, and place the ship 80 miles off course in the direction indicated. If the resultant destination is within land, then the ship will encounter the coastline at the point where a straight line from its origin to its destination would encounter land.

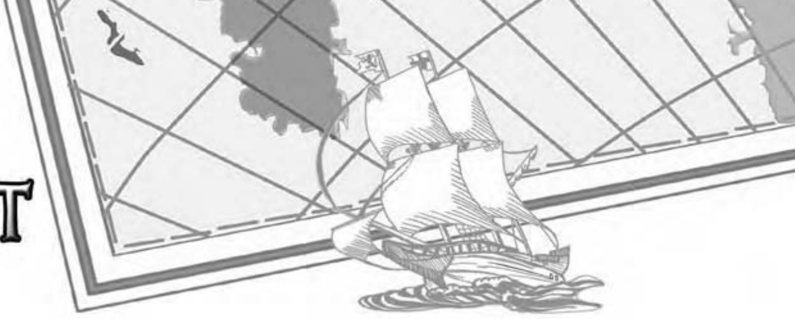
The rolls made by the navigator and pilot represent all of the work they have done during that leg of the trip, therefore re-rolls or corrections are not allowed. When the leg is complete a navigator may make a Navigation skill check (DC 20) to discern the ship's location. If the roll is successful, then he may make a course correction for the next leg. If unsuccessful, he will believe that he is on course, or will simply not be able to tell for certain where the ship is.

Random Encounters

At this point, it has been determined where the navigator and pilot will bring the ship at the end of this leg of travel. If nothing is encountered along the way, then this leg of the journey is complete. GMs may choose to determine random encounters, just as if the party were traveling through the wilderness and may encounter random monsters.

> "A lot of the other sea dogs say I'm too discernin' when it comes to signin' on to a crew. I ask fer the name of the captain, the name of the pilot and navigator, and I make sure ta remember the ship; then I go ask around fer a while. Yah, I know I've missed out on some good chances, but... you don't get to be my age takin' unnecessary risks. The ocean kin be an awful dangerous place to be, there's no need to make it worse by having the unskilled try to tame her."
>
> *~Robin Morloch, Sailor*

Chapter 4:
Naval Combat



Ships battling against other ships is one of the exciting possibilities afforded by this system. These rules can be used to design large-scale battles, or for resolving combat between two ships. Characters on board ships may take actions and participate in combat in the same timeframe as ship combat.

It is highly recommended that a hex map is used to determine location and movements of all ships engaged in naval combat. Movement during combat is outlined in the following section Tactical Ship Movement and Other Actions During Combat. Before entering combat, the effective speed and maneuverability of each ship should be determined. As ships take damage and the battle rages on, speed and maneuverability might also change.

There are several ways that one ship may damage another in combat: ramming, siege weaponry, fire weapons, and spells or other magical effects. A wizard on one ship may cast a *fireball* at the sails of an enemy vessel, while the enemy vessel fires back with a small catapult loaded with stone. Flame arrows or other missile weapons may be fired at an enemy ship, causing no direct damage but setting the ship on fire, causing a certain amount of damage per round until extinguished. Entire banks of cannon may roar, splintering an enemy ship in a single volley.

Setup

Before ships engage each other, the GM should establish the conditions of the encounter. The current wind speed and direction should be determined by consulting Tables 1-3 and 1-4. The current speed and heading of every participating ship should be recorded, as well as their relative distances from each other. The wind direction should be clearly marked on a hex map.

Ship Initiative and Engagement

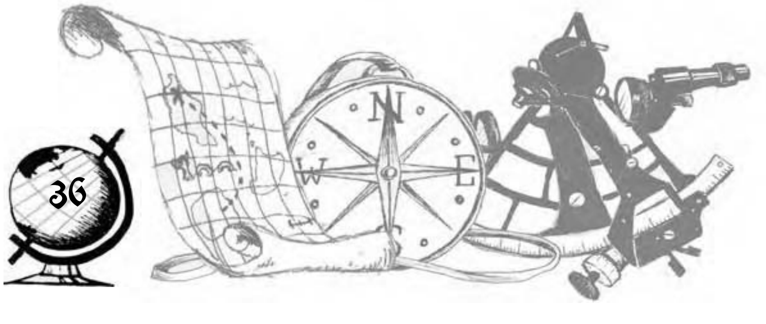
Just like with melee combat, one ship or fleet may gain surprise upon another, either by coming out of a fog bank, catching the other crew unawares, use of subterfuge (such as flying friendly colors), or use of powerful magic. As soon as a ship comes within visual range of your ship, your crew can make a Spot skill check (DC: distance of the other ship in miles times 2). Circumstance bonuses for this skill include viewing from the crow's nest, +5; using a spyglass, +4; and using a telescope, +8. There may also be Spot check penalties for weather, as per the descriptions on page 87 of *Core Rulebook II*. A typical crewman is assumed to have no ranks in the Spot skill and no ability modifier for the Spot check. However, special arrangements can of course be made to have a sharp-eyed lookout in the crow's nest. Failed Spot skill checks can be retried in 1 minute.

Most ships do not fly their colors all the time but will typically raise them when they get within visual range of another ship. Colors can be identified in clear weather from 1 mile away with the naked eye, 2 miles with a spyglass, and 4 miles with a telescope. It is part of the accepted customs of the sea to never attack another ship without first raising your colors. It is mutually agreed upon military law in most civilizations, and even pirates will commonly raise their colors before an attack in order to spread their infamy.

As with standard combat, initiative should be rolled when one ship attacks the other or makes its hostile intentions known. When many ships are engaging in battle, the pilot of each ship should roll initiative, which is a d20 plus total Piloting adjustments. This will be the initiative score for each ship until the end of the battle. Refocusing is not possible.

The naval engagement will be fought on several different scales, which are detailed in the following section on Tactical Ship Movement and Other Actions During Combat. If the enemy or hazard is spotted at a range of miles, the engagement should start using the large scale, where each 1" hex represents 1000', and each round covers 10 minutes. A long chase may result, potentially leading to interesting maneuvering if the ships are near a coastline or near islands. Movement should be considered essentially simultaneous, since it is unlikely that the ships or characters on them can affect each other directly.

When the ships have closed to within 3 hexes (3000') of each other after both ships have moved in a round, the scale should immediately be switched to medium scale – with 100' hexes and 1 minute rounds. If it is important due to terrain, the GM should determine the location where this switch happens considering the relative speeds of the ships. Most naval combat will resolve at the medium scale. Ships will alternate moving, based on initiative – the simultaneous movement used at large scale no longer applies. The location of the ships after/during each individual ship's movement will determine the possibility and effectiveness of any attack. If characters wish to take actions, they should be allowed to resolve ten 6-second combat rounds after both side's ship moves – alternating between the opposing sides if necessary.



Tactical Ship Movement and Other Actions During Combat

Measured in knots, the speed of a ship can be easily transferred to movement on a 1" hex map. Depending on the situation, the GM should determine whether a large scale, medium scale, or small scale is appropriate. A large scale is appropriate for exploration around a coastline, or perhaps a long-distance chase of two ships. Remember, visibility allows the spotting of a ship as far away as 10 miles or more. However, it is quite possible that two ships differ only slightly in speed – perhaps by 1 knot. It would thus take 10 hours for one ship to catch the other. Medium scale is appropriate for most ship combat situations. The GM should switch from a large scale to medium scale as soon as one ship is within 3 large-scale hexes (3000') of an enemy ship, or of a hazard which may pose a danger. Small scale is the standard melee combat scale and should be used when the ship combat can be regularly affected by individual character actions – such as boarding action.

At large scale, each 1" hex will correspond to 1000' (approx. 1/6 of a nautical mile). At large scale, a ship will travel a number of hexes equal to its speed in knots in a 10 minute round. At medium scale, each 1" hex will correspond to 100' (approx. 1/60 of a nautical mile). At medium scale, in a one minute round a ship will travel a number of hexes equal to its speed in knots. Also, at 100' per 1" hex, ship miniatures in 1/1200 scale correspond exactly to the map scale.

Ship Movement: Tactical movement is based on a hex map. On the hex map, the wind direction should always be set to point exactly towards one hex side. Orient the map accordingly. Also, on the hex map, a ship's heading can be set to any of 12 directions – pointing to one of the six hex sides, or one of the six hex points – corresponding to 30 degree intervals. The closest that a ship can sail off the wind is 60 degrees (see wind direction in Chapter 1 for more details on wind and ship direction). When moving in a straight line, the ship is simply moved its speed in hexes. If the ship is oriented toward a hex point instead of a hex side, move the ship forward by alternating hexes, starting with the hex away from the wind.

For tactical combat movement, as opposed to the average movement described earlier for calculating travel distance, the adjusted maximum speed calculation is slightly different. The wind speed affects the maximum speed (for ships under sail) as follows: no wind = 0 speed, light wind = 2/3 speed, otherwise full maximum speed (but remember the –10 circumstance penalty if sails are not fully reefed under stormy wind conditions). This value does not change until the wind changes, and should thus be a constant for each ship for most combats. The following adjustments for wind direction may change as the ship changes direction each round. Square rigged ships lose 2 knots off their maximum speed when facing 60 degrees off the wind. Lateen rigged ships do not suffer this penalty. Conversely, when facing 150 or 180 degrees off the wind square rigged ships gain a bonus to speed of +2 knots, while lateen rigged ships gain a bonus of only +1 knot.

Finally, during tactical movement the effect of wind drift is significant and must be accounted for. In strong wind, ships will drift 1 hex each round in the direction the wind is blowing; in severe wind, 2 hexes per round; in windstorm, 4 hexes; and in a hurricane, 8 hexes. This drift occurs whether or not the sails are reefed, because it is the direct effect of the wind blowing the ship itself.

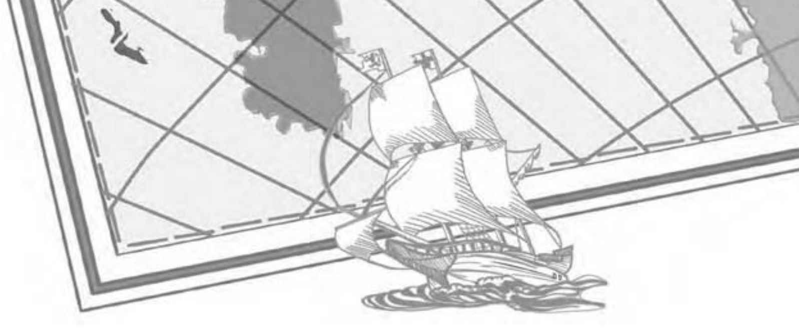
Acceleration / Deceleration: Each minute, sailing ships can increase their speed (up to their adjusted maximum speed) as per their listed acceleration characteristic when facing 60 degrees or more off the wind and can slow down at up to their listed deceleration characteristic. When facing less than 60 degrees off the wind (therefore facing into the wind), they must decelerate at 2 knots per minute (to a minimum of –1), and can voluntarily decelerate up to their deceleration characteristic +1 (generally 4 knots). A ship can back its sails so that the wind pushes it backwards – at a maximum speed of 1 knot. This is used whenever a ship weighs anchor to turn the ship and get under way.

A rowed vessel can accelerate or decelerate by its cruising speed each 1 minute round, with a maximum (ramming) speed of triple its cruising speed. A rowed vessel can move backwards at up to its cruising speed.

Changing Direction: Sail ships do not change direction easily. For each slight change in heading, the sails need to be trimmed again, requiring constant action by at least half the crew. For major changes in direction, such as tacking (turning across the wind) or wearing (turning across the wind by running away from the wind and then coming around the other way again) the ship, the whole crew has to be involved. Tacking and wearing are time-consuming and energy-sapping tasks, and so usually kept to a minimum by a skillful captain. Ships that are manned by only a skeleton crew lose one maneuverability class during tactical movement (to a minimum of class F). Additionally, ships where the crew is otherwise occupied (fighting, loading armaments, putting out fires, etc) similarly lose one class of maneuverability if the available crew drops below adequate level. If the available crew drops below skeleton, the ship may not make any turns at all.

Ships can make a certain number of 30 degree turns per minute according to their maneuverability class (see Table 2-1). In a 1 minute round, after making a 30 degree turn, a ship must move at least one hex forward before making another turn (except for maneuverability class A or B).

For movement on the large scale (1000' per hex, 10 minute rounds), the ship should make its turns spread out reasonably evenly over its movement in the ten minute round. The maximum total number of 30 degree turns is 10 times the number of turns per minute, as appropriate to the maneuverability class. If any question arises at large scale, the medium scale should be used.



As mentioned, tacking and wearing are major tasks on a ship. The tacking maneuver is particularly intensive, as it requires the cooperation of every crew member in as short a time as possible. Anytime that a ship tacks – ie, changes its direction by pointing into the wind and then turning to the other side – it will lose significant speed. As soon as a ship changes its heading to 30 degrees off the wind, it must immediately decelerate by at least 2 knots. Thereafter, at the beginning of each round that the ship is still facing into the wind (at < 60 degrees) this deceleration takes effect. Note that even the best maneuverability class (C) for sailing ships, with three 30 degree turns per minute, will lose 4 knots of speed during a tack, since it takes four 30 degree turns to move from 60 degrees on one side of the wind to 60 degrees on the other. Many large sail ships will lose all their forward momentum on a tack maneuver. For a slow ship, with a turning capability of one 30-degree turn per minute it will take 4 minutes to execute the tack – losing 2 knots each minute. By the time the ship is pointed in the new direction at 120 degrees from the wind on the other side, its speed could very well be -1. If a ship reaches a speed of -1, it will actually start to be pushed back by the wind at the rate of 1 hex per minute, since it is still using its sails to turn the ship.

Rowed ships are different in that they are actually more maneuverable when not moving forward. They have a special turning capability that only applies when the ship has 0 speed.

Combat Round: At the beginning of each round of combat, each ship should determine its current speed as limited by its acceleration/deceleration, its maximum speed, the ship's heading, and the wind direction. In most naval engagements, the sails are reduced or even completely reefed in order to minimize the rigging's vulnerability. Of course, the corresponding reduction in speed carries its own consequences. However, for cannon fire, less movement means more accurate targeting. In fact, it is advantageous to be sitting completely motionless, since even though a stationary ship makes an easier target, the aim of its own gunners is that much more deadly.

If decelerating, the captain may specify that sails are being reefed. Each sail used for propulsion can be individually reefed, and reduces the maximum speed of the ship in proportion to its hit points. If the sails need to be set again after being reefed, a full round must be spent by the crew on this action. The amount of crew required corresponds to the fraction of propulsion sails reefed – if all are reefed, the full adequate crew is necessary, if only half are reefed, only half the adequate crew is required.

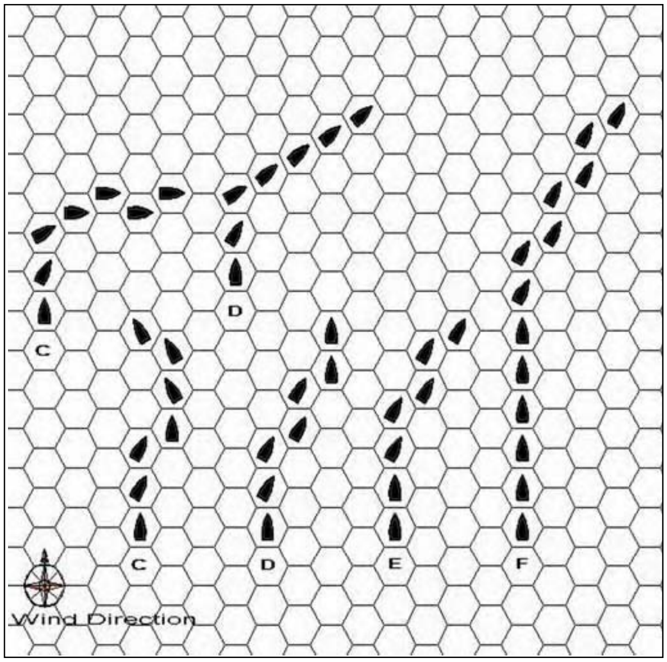


Diagram 4 – 1

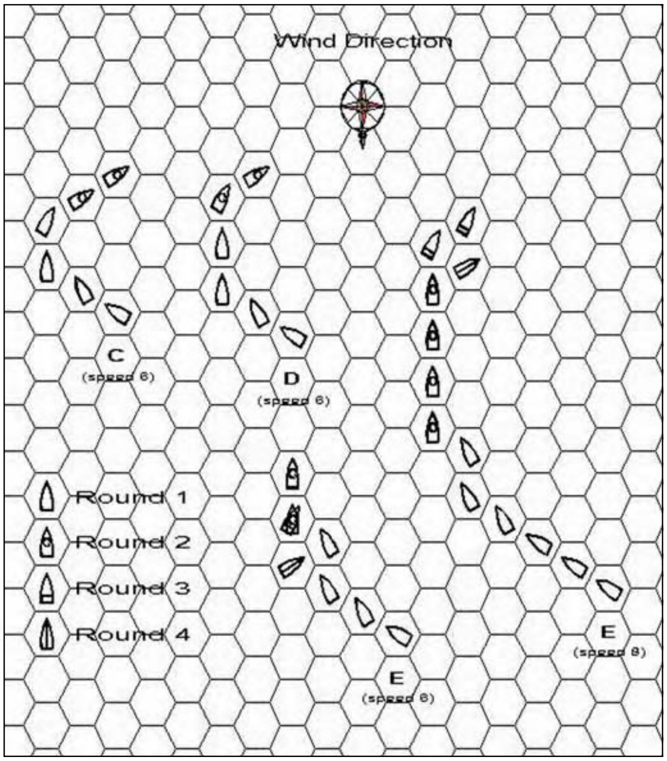
This diagram shows possible movement during a one minute round for several different ships sailing with the wind. These examples are valid for any vessel sailing at an angle of at least 60 degrees off the wind throughout its round. The ships are each shown traveling at a speed of 6, and in each example make full use of their turning capabilities. Class F shows 2 rounds of movement, as the ship can only make one 30 degree turn every 2 minutes.

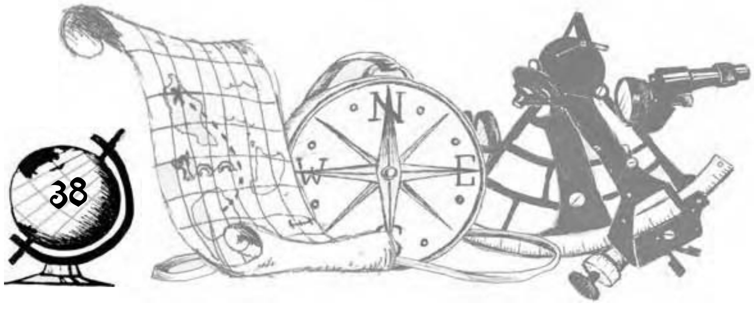
Diagram 4-2

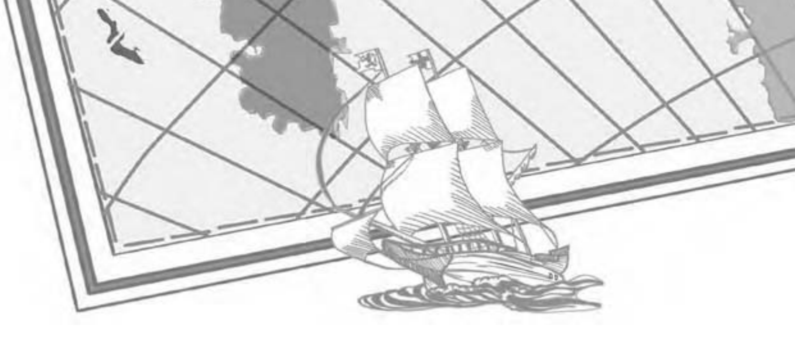
This diagram illustrates the movement of a sailing vessel during the tacking maneuver. An initial speed of 6 is used in these examples for maneuverability classes C, D, and E, as well as a speed of 8 for a second example of E. No example is shown for maneuverability class F, since the vessel will quickly end up at a speed of -1, being blown backwards by the wind one hex each round as it slowly turns.

In the diagram, each vessel starts at 60 degrees off the wind, with the wind off its starboard side. The diagrams show the vessel's movement over several rounds until it has achieved a heading of 60 degrees off the wind on its port side. In the first round, immediately upon the first 30-degree turn, each vessel loses 2 knots. On the second and subsequent rounds, each vessel loses another 2 knots at the beginning of the round if it is still facing into the wind at closer than 60 degrees. For maneuverability classes C and D, two rounds suffice to complete the tack. For these vessels, on round 3 they can start accelerating again as their vessel allows (usually 1 knot per round).

For the vessels with maneuverability class E, however, on the third round their speed again has to decrease by at least 2 knots. In the first example (initial speed 6), the captain chooses to decelerate by 3 - bringing the speed to -1. This is done so that the ship can turn in round 3 - it needs to move at least one hex in order to be able to make any turn. In round 4 it is blown backwards again, and makes its final turn. The second example (initial speed 8) is similar, except that it is only in the 4th round that the ship is at a speed of -1. In both examples, the ship can begin accelerating in the following (5th) round. With an acceleration of 1, they will go from -1 to 0 speed in round 5, then in the 6th round to speed 1, and so on.







As mentioned before, the wind direction is critical to a ship's movement, and will be a key factor in the maneuvering during naval combat. The wind direction should be clearly identified on the hex map – pointing along one of the rows of hexes. During movement, the heading of the ship with respect to the wind must be kept in mind at all times, as it significantly affects the speed of the ship, and any turns require the attention of the crew – who is thus unavailable to perform other actions that might be necessary in combat.

Crew Actions: Ships and their crews can perform any number of independent actions they desire, as long as they have enough crew members to do so. Therefore, a ship will make its movement, while the crew carries out other actions, whether it be manning armaments or repairing damage. Also, characters aboard ships may take 10 standard combat rounds of actions after each 1 minute round of ship movements.

For each action a certain number of crew are required. Table 4-5 indicates the number of crew required to operate the various types of armaments that may be found aboard ship. Of course, one crew member is required to man each oar for ships under oar. Table 4-1 details other possible actions and their crew requirements. It also details how long it takes to carry out certain changes in the status of the ship, such as putting oars to water. If the Sailor skill check (DC indicated in the table) is failed for that action, then the action takes an additional 6 second combat round per number by which the skill check was failed.

Table 4-1: Combat Actions

Action	Crew	Time*	DC
Battle stations	All	5 rounds	10
Change deck	Variable	5 rounds	5
Man oars**	1 per oar	3 rounds	12
Put oars to water	1 per oar	1 round	12
Retract oars	1 per oar	1 round	12
Put out small fire	1	1 round	0
Put out medium fire	5	2 rounds	5
Put out large fire	20	3 rounds	5
Grapple	1 per grapple	1 round	10
Ungrapple	1 per grapple	1 round	15
Untangle ship	Skeleton crew	10 minutes	20

* six second combat rounds

** This is the time it takes for the crew to take up their positions at the oars from another station

Attacking

There are four basic ways for one ship to attack another: ranged weapons, ramming, boarding, and spells. The rules for the various ranged attacks and for ramming are given in detail below (see armaments). Siege engines and artillery are going to be the mainstay of ship to ship warfare. For ships that have large numbers of artillery, GMs may allow for firing in banks. For example, a fully armed frigate will have 36 medium cannons along each side, all of which may be brought to bear at once against an enemy. Rather than rolling 36 separate attack rolls, you may fire in banks of 9 and roll 4 attack rolls (or 6 banks of 6, etc). If the attack roll for a bank hits, then every cannon in the bank hits. If a 1 is rolled for a bank of cannons, then all the cannons in that bank will be unusable until they are cleaned, which takes 10 minutes. In addition 1d10 cannon (up to the maximum of cannons in the bank) blew up and are destroyed, doing damage to their crew (see the following section: cannon).

In order for an attack to be made from one ship onto another, a clear line-of-sight must be established. The attack can be made at any time during the turn of the ship – i.e. at any time during its movement. Conversely, a ship may choose to withhold its attack until the opponent's turn immediately following, and then make its attack at any time during the opponent's turn. However, if it does this, then it cannot attack with those weapons during its own following turn.

This flexibility for the timing of an attack is necessary, since most of a ship's weapons can only be aimed by the movement of the ship itself. Cannons, for example, can only fire straight in the direction in which they are pointing, with the exception of the smallest (swivel-mounted) sizes.

Attack Skill Check: In order to hit with an attack by any ship's armament – cannon, catapult, ballista, or similar – a skill check must be made. This skill check will either be a Profession (siege engineer) for catapult, ballista or similar or Profession (artillerist) for cannon. The DC of this skill check is determined by the movement of the two ships relative to each other, the target size, and the prevailing weather:

Skill Check DC = 15 + RM + TS + WM

To determine the relative movement modifier (RM), take the current speed of the attacking ship, and starting at its current location count out that many hexes in the direction it is currently heading. Remember the hex where you end up. Then take the current speed of the TARGET ship, and AGAIN STARTING FROM THE ATTACKING SHIP, count out that many hexes in the direction that the TARGET ship is going. The distance in hexes between the hex arrived at after the first count and the hex arrived at after the second count gives the relative movement (RM) of the ships to each other. If a ship is perfectly still, i.e. is anchored or chained in a line, its gunners receive a bonus: a –2 modifier to the RM. The same –2 modifier applies if the firing weapons are land-based, for example, port defenses, rather than located on a ship.

The target size provides a modifier (TS) as given in the core rulebooks. The target ship's orientation is important here. For example, most large ships will count as a Colossal target (-8 to DC) from the side, but only as a Gargantuan target (-4 to DC) from the bow or stern. The 60-degree arc at bow and stern determine which part of the ship is receiving the attack.

The prevailing weather interferes with targeting in that a choppy sea will make aiming difficult. Half of the Weather DC (WM = ½ WDC) is added to the attack's DC.

Finally, count the hexes from one ship to another to determine the range. The skill check suffers a –2 penalty per range increment.

Boarding: In order for one ship to board another the two ships must be at rest with respect to each other and in adjacent hexes. This may be accomplished through careful piloting. One ship must also either ram or grapple the other ship. A grappling attempt may be made each round and requires 1 crew for every grapple. One successful grapple must be made for every 25 hull points of the enemy ship in order to then board the ship. Grappling requires a Sailor skill check (DC 10). Boarding takes place on the round after a ship has been successfully grappled. This means that the grappled ship has one round to remove the grapples or else they will be boarded on the next round. Ungrappling requires one sailor per grapple and a skill check (DC 15). Once a ship has been grappled and boarded, naval combat has ended and normal combat ensues.

The actual mechanics of boarding depend on the two vessels involved, and should be considered on an individual basis by the GM. A galleon, with high sides curving inwards, will be harder to board (and to board from) than a low-slung galley, whose construction is designed to facilitate boarding. Appropriate equipment – both offensive (gang-planks, ropes) and defensive (boarding nets) – will impact the action.

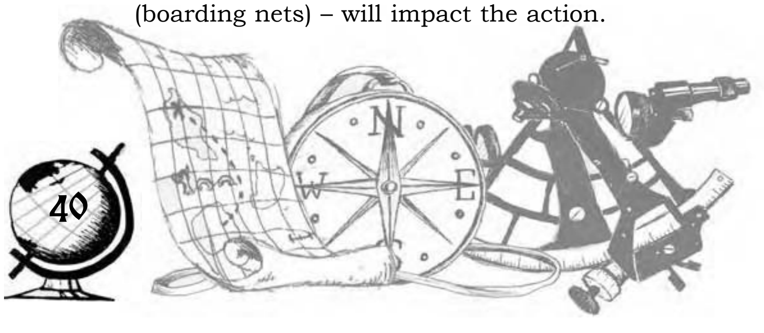


Diagram 4 – 3

Ship A is attacking Ship B.

Ship A is currently moving at a Speed of 6. Ship B is moving at Speed 4. Counting from Ship A, the diamond represents Ship A's movement, and the star represents Ship B's. The distance from the diamond to the star is 6 hexes, resulting in a final RM of 6.

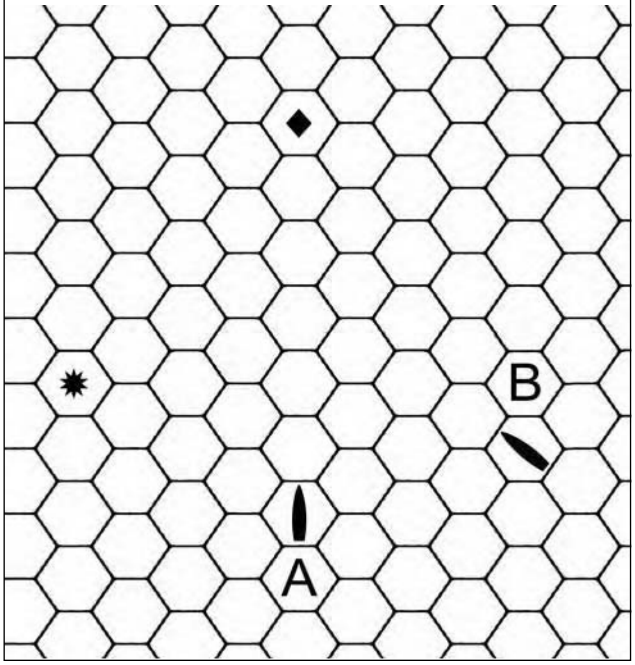
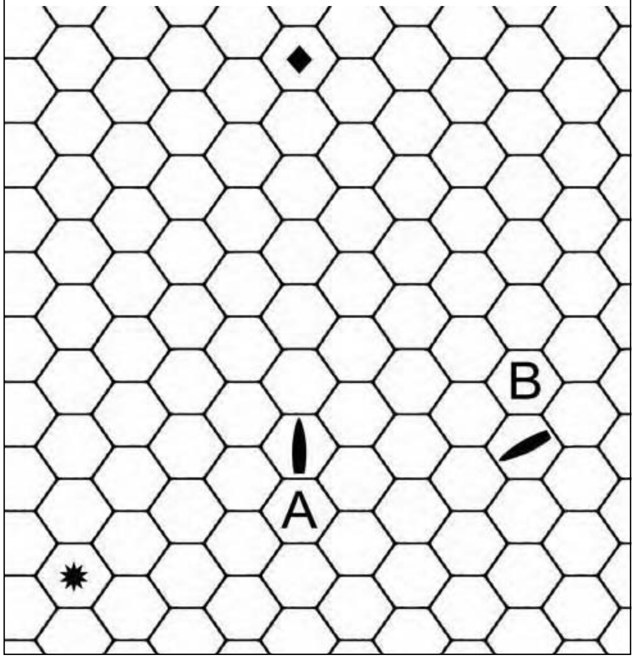


Diagram 4 – 4

In this case, the speeds are the same as 4-3, but Ship B is moving at a different angle than in diagram 4-3. Again, counting to the diamond for Ship A and to the star for Ship B, the final RM will be 10.



Ships Taking Damage

As ships take damage they may lose sails, oars, or armaments, or the hull itself may be damaged, causing the ship to founder or to sink. Every structure on a ship has its own hit points, but ship damage is divided into hull damage, deck damage, sail/rigging/mast damage, armament damage, and – if appropriate – oar damage.

Hulls have a certain amount of hit points, which is detailed in the description of each ship. Hulls also have a hardness value, which is subtracted from the damage roll of each individual attack. Damage in excess of the hardness is allocated to the hull. The hardness should be subtracted from each armament firing in a bank, not from the total. Therefore, if a bank of 10 medium cannon fire and hit the hull of a target ship with a hull hardness of 8, the 8 hardness is subtracted from each cannon's damage of 4d6.

Some ships – notably warships or well-armed merchant ships - will have differing hardness values for sides, bow, and stern. This is particularly the case with galleons, whose ornate and window-filled stern often provides little protection in comparison to its heavily armored sides. It is many a captain's goal in combat to maneuver so he can rake the stern of an enemy ship. The bow and stern of a ship are considered to be hit if the attack comes from within at most a 60 degree arc to the front or rear of the ship (30 degrees to either side of the ship's heading).

Note that although cannons can be devastating, the cannon shot available in many campaigns is generally not capable of causing serious damage to a well-built warship. A top-of-the-line warship may have such heavy hull construction that only the largest ship-board cannons can even affect her. Even if the cannon shot damages the hull, the hardness often reduces the damage to a low amount.

Sails have an amount of hit points according to Table 4-2 below. This includes the rigging of the sail, but not the supporting mast. Each mast has an amount of hit points equal to half the hit points of the sails it is carrying, and a hardness of 5.

Damage to sails is only inflicted if they are not reefed. Otherwise, the damage is only allocated if the area hit is actually rigging. Damage to the mast is only inflicted if the area hit is Mast. Sail damage subtracts from the maximum speed of the ship in direct proportion to the amount of damage done to the sails. For every 10% damage or fraction thereof, the ship loses 10% of its maximum speed, rounded off. This means that as soon as a ship takes any sail damage, it immediately loses 10% of its speed (for example 1 knot if it started at 9).

Table 4-2: Sail Hit Points

Sail	HP
Great square sail	50
Large square sail	40
Medium square sail	30
Small square sail	20
Large lateen sail	30
Medium lateen sail	20
Small lateen sail	10

Oars have 3 hp each. A ship with a bank of 60 oars on each side, therefore, will have 180 hp of oars on each side. For every oar that is damaged, the ship loses the use of that oar. If the ship with 60 oars on each side takes 30 oar damage, they lose the use of 10 oars on one side. It is important to note that oars must be balanced, with the same number in use on each side. The ship that loses 10 oars on one side can therefore only use 50 oars on each side, for a total of 100 oars. The crew, however, can redistribute the oars so that there are 55 oars on each side, but this requires 1 full minute and a successful Sailor skill check (DC 15). If the check fails, the crew can take another minute and another attempt. Alternatively, the crew can take 10 minutes and automatically succeed.

Hull damage directly damages the hull of the ship. A ship may take up to 50% of its hull hit points in hull damage without any special ill effects. At 50% damage, however, the ship will start to take water, which is referred to as water damage. Water damage is tracked like subdual damage in that it is counted up. When the current total of water damage exceeds the current hull hit points, then the ship is considered sinking. Once a ship is sinking, it cannot be rescued by any normal means. Ships take water damage based upon their current percent hull damage, as per Table 4-3. Crew may be allocated to bailing to counteract this damage at a rate of 1 point of water damage per round per 5 crew members.

A ship taking on water can be quickly patched in order to slow or prevent water damage. Ten crew members may spend 1 minute patching a hole, and if they make a successful Sailor skill check (DC 15), they will have successfully patched the hole, stopping one point of water damage per round. This patching does not repair the ship or restore lost hull hit points.

Once a ship is determined to be sinking (based on water damage) only extraordinary measures, such as powerful magic, will prevent it from going under. A ship with 40-50% of its hull hit points left will sink in 2d10 minutes. A ship with 25-39% of its hull remaining will sink in 1d6 minutes. A ship with less than 25% of its hull hit points remaining will sink in 1 minute. A ship reduced to 0 hit points is instantly sunk, with nothing but wreckage remaining. When a ship sinks all characters aboard are assumed to then

Table 4-3: Water Damage

% hull remaining	50	40	35	30	25	20	15	10	5
Water damage*	1	2	4	6	10	15	20	30	40

* per 1 6-second round

be stranded in the water and normal rules for swimming apply. Depending on the circumstance, the GM may allow a Spot check (DC 15) or a Reflex save (DC 15) to spot and grab onto a piece of floating wreckage.

Crew and PC Damage

When a ship is being blown apart by cannon, or large rocks are crashing through the decks, the crew is at risk for taking damage. They may be hit by falling masts, tangled in rigging, caught in a shower of splinters, or even directly hit by artillery fire. Since it is not feasible to track every crew member on a large ship, the crew are dealt with as a whole. At the beginning of each ship's turn during a round of combat, roll 1d4 for every 10 points of total hull or oar damage, 1d6 for every 10 points of deck damage, and 1d4 for every 20 points of sail/rigging/mast damage taken in the previous round. The crew should also make a collective Sailor skill check. The DC of the check is equal to 10 + the number of dice being rolled. If the crew makes their skill check then halve the total of the dice (rounded down). This number represents the number of crew either killed ($^{1}/_{3}$) or wounded ($^{2}/_{3}$). Therefore, if your ship takes 63 points of hull damage from a volley of cannon from an enemy ship, roll 6d4 and roll a skill check for your crew at DC 16. If your crew fails their skill check (let's say an average of 15 was rolled on the dice), then 5 crew members were killed and 10 wounded. If your crew makes their skill check then 2 crew were killed and 5 wounded. You can choose from where to deduct these crew (oar, manning artillery, bailing, reserve, etc).

Killed sailors are at –10 or lower hit points. Wounded sailors are considered incapacitated and can no longer act as functional members of the crew, but they can be returned to function with 10 hit points worth of healing or greater each. To determine the rate of natural healing, assume the average character level of the crew is the average ranks in Sailor for the crew -3. The crew will heal naturally this many points per day.

If damage is done to an armament, then the crew of that armament is at risk for being damaged as well. Each crew member should make either a relevant skill check (either Siege Engineer or Artillerist) with a DC equal to 15 + 1 for every 10 points of damage done to the armament they are crewing. A successful skill check indicates that they did not take significant damage. A failed skill check indicates that they are wounded and incapacitated, and if they failed by 5 or more they are killed.

Player characters and significant NPC's (such as the captain, if he is not a PC) should not be treated as part of the crew, but rather should be dealt with individually. Every PC on board a ship that takes damage may also take damage. The damage equals the same die roll as was made for number of casualties, but instead it represents hp damage to the PC. A Reflex save (DC 10 + 1 for every die in the damage roll) can be made to negate this damage. The GM can assign other modifiers to this Reflex save as appropriate – for example +10 to the PCs roll for cover if the PC is hiding in the hold.

If the Reflex save is failed by 10 or more, or a 1 is rolled, then consult Table 4-4, to determine the result.

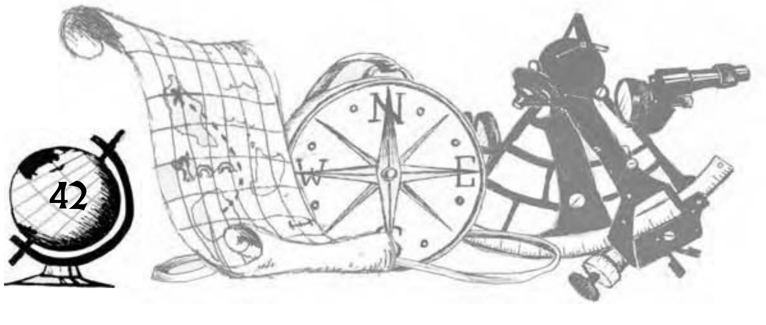
Table 4-4: Special Damage to PC's From Ship Damage

d20	Adverse Result
1	Knocked overboard and unconscious for 2d4 rounds
2-3	One limb (roll d4) severed or blown off, Fortitude save (DC 15) or unconscious for 3d6 rounds
4-5	Severe head injury, damage doubled, Fortitude save (DC 15) or die
6-8	Damage tripled
9-12	Knocked overboard, conscious
13-15	Damage doubled
16-17	Stunned for 1d4 rounds
18-19	Knocked to deck, lose action that round
20	Lose move equivalent action

Armaments

Ships may carry a variety of armaments designed to damage other ships. Table 4-5 outlines the characteristics of the most common such armaments. Each ship or ship class will have a description of the type of armaments they have standard, plus optional armaments they are able to carry. For any damage done to ships, don't forget to subtract the hardness of the specific target struck (like the hull) from the amount of damage delivered.

Siege weapons and cannon function as ranged attacks. For each shot, the crew manning the weapon makes a Profession (siege engineer) or Profession (artillerist) skill check, using the result as an attack roll against a DC as outlined in the previous section on Attacking, and adjusting for range. The adjustments for the skill check (attack roll) are those of the most skilled member of the crew who will be primarily responsible for aiming the weapon. Do not use Dexterity bonus or ranged attack bonus for this attack roll, only adjust the roll by the adjustments for the relevant skill check. (see previous section).



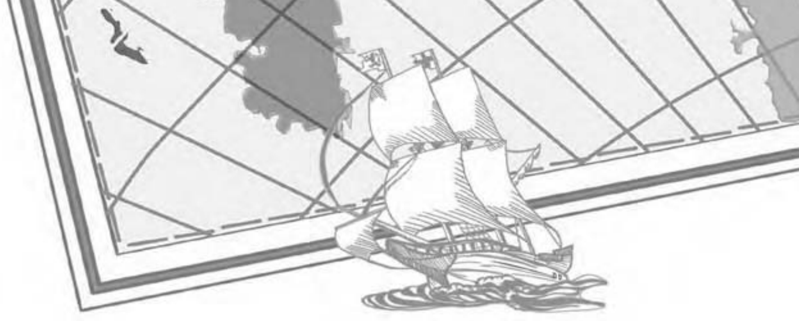


Table 4-5: Ship Armaments

Type	Crew Full	Crew Half	Firing Rate (per minute) Full Crew	Firing Rate (per minute) Half Crew	Range Increment	Damage	Crit	HP	Wt. (tons)
Small Catapult	2	1	1	1/2	150 ft.	3d6	-	50	¼
Large Catapult	5	3-4	1/2	1/3	200 ft.	5d6	-	90	½
Ballista	1	-	2	-	120 ft.	3d6	x3	40	½
Ram					zero	special	x3	spec	spec
Cannon, light	2	1	2	1	150 ft.	3d6	x4	40	1/10
Cannon, medium	2	1	1	1/2	200 ft.	4d6	x4	60	1/6
Cannon, large	3	2	1/2	1/4	300 ft.	6d6	x4	80	1/3
Fireshooter	2	1	2	1	70 ft.	4d6	-	150	4
Drop	2	1	2	1	500 ft.	special	x4	30	-

Catapults

Catapults require a crew to operate. All members of the crew must have skill in Profession (siege engineer). Catapults cannot fire at targets that are closer than 100 ft. Catapults have an accuracy deviation of 10-16 ft, but since the target in this case is a ship, which is likely to be larger than 16 feet, a successful skill check is assumed to be a hit on the ship. Catapults cannot target a specific part of a ship (such as the sails) but if they hit the hull, there is a 50% chance that the damage is inflicted directly on deck hp instead of the hull.

Catapults fire large rocks or iron balls. Such ammunition is very heavy and takes up significant cargo space on the ship. The ammunition for large catapults take 1/6 ton of cargo space per shot, and for small catapults 1/12 ton per shot. Catapults may also fire special ammunition, such as Alchemist's fire. These are basically large thick skins filled with oil with a wick that can be lit prior to launching. Alchemist's fire does not cause direct damage on impact but does ignite flammable targets, causing a large fire that does 3d6 points of fire damage per round until extinguished. Large catapults can launch two shots of Alchemist's fire at one time, while small catapults can launch one. Alchemist's fire can be stored at ten shots per ton of cargo space. The maximum range of catapults is 10 times their range increment.

Catapults are typically made out of strong wood, such as oak, with some iron reinforcements. They have a hardness of 10 and a Break DC of 40.

Ballista

Ballista are basically large crossbows. Anyone can fire a ballista, which is done by making a straight d20 roll against the DC of the target ship, (see Attacking), with adjustments for distance. Trained crew, however, may add their Siege Engineer adjustments. Unlike catapults, ballista can be aimed at close targets. They do much less damage, however. Their shots are usually composed of iron-tipped logs. Ballista shots weigh 1/50 ton (40 pounds) per shot. The maximum range of ballista is 10 times their range increment.

Ballista are typically made out of strong wood, such as oak, with some iron reinforcements. They have a hardness of 10 and a Break DC of 35.

Cannon

Cannon are large iron or brass cast tubes open at one end. They are loaded with a charge of gunpowder followed by a wadding and cannon ball, which is made of either smoothed stone or metal, usually lead or iron.

JR Pow
"chao"
2001

Small to medium-sized ships can carry small or medium sized cannons, but only the largest ships, such as galleons, can carry large cannon. Great cannons cannot be fired from aboard ship, and exist exclusively on land.

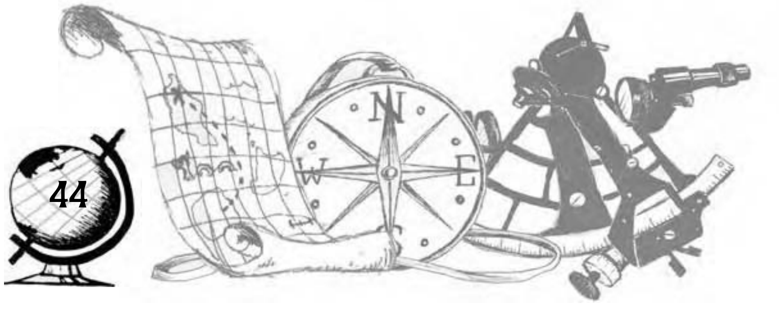
Like catapults, cannons require a crew to fire, and all members of the crew must have skill in Profession (artillerist). In order to hit a target, the crew must make a Profession (artillerist) skill check against the adjusted DC of the target. Like ballista, cannon can be fired at any target, regardless of range. If a 1 is rolled on an Artillery skill check, then that indicates that the cannon misfired and exploded. Exploding cannons do twice their damage to everyone within 10 ft; Reflex save (DC 20) for half. The maximum range of cannons is 20 times their range increment.

Unlike catapults, cannons are precise enough to aim at a section of a ship. Cannons, for example, can be aimed at the sails of a ship, with a +4 penalty to the DC, in which case if they hit add +8 to the d20 roll on Table 4-6, treating any result > 20 as sail damage.

Another advantage of cannon is that their ammunition weighs much less than catapult ammunition. Ammunition for light cannon can be stored at 300 shots (includes powder and ball) per ton of cargo space, medium cannon ammunition at 150 shots per ton, and large cannon ammunition at 60 shots per ton.

Cannons are likely still a relatively new invention, and their use aboard ships is even more recent. Ammunition for cannons can often be of poor quality shattering when fired, or on impact with the hard hulls of ships. If the ammunition is of low quality, the damage is decreased by 1d6 from the values given in the table. The GM should determine which navies in his world have good quality ammunition and which do not. Good quality ammunition should be the exception, rather than the rule.

Cannons can also fire specialized forms of ammunition, namely chain shot and grape shot (ordinary cannon balls are referred to as solid shot, and all stats in Table 4-5 refer to solid shot). Chain shot is two small cannon balls connected by a chain, designed to do damage to sails and rigging. Chain shot will do twice the amount of damage as solid shot to sails and rigging, but only quarter damage to the hull or anything else. Chain shot has a range increment equal to ½ of solid shot. Grape shot is a ball composed of many smaller balls stuck together with resin. When fired, the resin is destroyed and the small balls spread out in a cone. Grape shot has an effective range of 50 ft. It does normal damage to sails. To any other part of the ship it does no actual damage, but roll twice the normal damage for solid shot and use this to determine crew damage, as per the rules above.



Cannons are small compared with catapults, but they are usually made of solid cast metal. They have a hardness of 20 and a Break DC of 60.

Drops

Drops are a special armament designed solely for flying ships. They are basically just a short platform (like a gang plank) extended to the side of the ship flush with the deck. The platform is surrounded on its three outer sides with wall. The fourth side, connecting the trap to the ship, often has rope netting that can be quickly tied across to keep ammunition on the drop from rolling back onto the deck. The platform is rigged with a hinge so that when a lever is pulled, the floor of the platform will drop down against the side of the ship, dumping all of its contents straight down. This allows for the quick and accurate dropping of heavy objects down onto ships or other targets directly below.

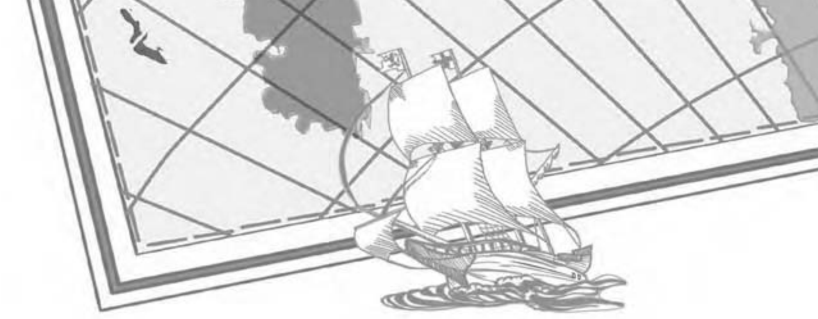
Drops can be loaded with any catapult or cannon ammunition, and can hold one large catapult shot, two small catapult or heavy cannon shot, four medium cannon shot, and ten small cannon shot. They can also hold two skins of alchemist's fire. The damage of each shot depends somewhat on the height from which it is dropped. The minimum height is 50 ft., lower than which the shot will simply not gain sufficient speed to do significant damage. Between 50 and 100 feet, shot will do their base damage as listed in Table 4-5 -2d6, from 101-200 feet they will do base damage -1d6, from 201-300 feet they will do base damage, and higher than 300 feet they will do base damage +1d6. At greater than 300 ft. shot is considered to have reached its terminal velocity and therefore greater height provides no further advantage.

Attacking with shot from a drop is made in a similar fashion to attacking with other armaments, except the base DC is 10 rather than 15. Use a straight d20 attack rather than an artillery skill check. The attack roll is adjusted for the range increment (500 ft.) and Dexterity bonus. Some drops may also be equipped with a scope, which is basically a spyglass or telescope fixed to the outside of the hull next to the drop and facing down. Some may even have cross hairs in the middle. When properly calibrated, such drop scopes are great aids to aiming and provide a circumstance bonus to the attack roll equal to twice their magnification up to +12.

When allocating damage for a drop (see below) use Table 4-6 but subtract 10 from the d20 roll and count any result < 1 as deck damage.

Allocating Damage

If a hit by either catapult, cannon, or ballista shot is scored, then the GM should roll a d20 to determine whether deck, hull, armament, oar, mast, rigging, or sail damage was inflicted, as per Table 4-6. If oar damage is indicated but the ship does not have oars, then the damage should be inflicted upon the hull by default. Likewise, if more damage is done to the deck or mast structure than it has, any remaining damage carries over to the hull. If an armament is damaged,



then the GM should randomly determine which armament was hit. Armaments will no longer function after taking 50% damage. Armament damage transfers to the deck rather than the hull.

Table 4-6: Catapult, Cannon, and Ballista Damage to Ships

d20	Part of Ship Damaged
1-3	Deck (transfers to hull)
4-11	Hull
12	Armament (transfers to deck)
13-14	Oars (transfers to hull)
15	Mast*
16	Rigging**
17-20	Sail***

* If a mast is destroyed its sails are destroyed.

** Rigging damage is taken as sail damage, even if sails are reefed.

*** Reduce sail damage by percent of sails reefed.

Towers and Arrows

Ships also commonly are equipped with towers from which archers may fire arrows. Towers provide 50% cover for all crew who man them until it is destroyed. Archers, of course, may also fire from the deck of the ship. Arrows themselves usually do no damage to the ship, although they may be used to attack the crew as per the usual combat rules for ranged weapons. GMs may allow archers to fire in "banks" as with cannons (see above). Flaming arrows, however, may be used to set small fires on enemy ships (50% chance), which cause 1d4 of fire damage per round until extinguished, starting on the round after they hit.

Towers are constructed of hard wood. They have a hardness of 10 and 60 hit points.

Rams

Some warships are equipped with rams on their bows. The only purpose for such rams are to directly ram another ship, causing oar or hull damage. The damage that is done by the ram of a ship is a function of the size and speed of the ship. The base damage of a ship's ram is detailed in the description of each ship class. This base damage is then multiplied by the relative speed of the ship at impact to determine total damage inflicted. Relative speed is determined as described in the section on Attack Skill Check. A galley, for example, at full oar achieving a ramming speed of 9, hitting another ship broadsides, will inflict 9x2d10 or 18d10 of hull damage. Some of that damage may be distributed to the oars on the side of the ship that was rammed, at the GM's discretion. The pilot must make a skill check at the current piloting DC in order to successfully ram another ship. If he succeeds, then the enemy ship is rammed and damage is dealt. The ramming ship takes half the damage dealt to the rammed ship, all to its ram, and then to its hull if the ram is completely destroyed. If a ship that is rammed head on also has a ram, then it also only takes 1/2 damage, all to its ram. A natural 20 indicates possible critical damage, which is triple if it is confirmed by another skill check which results in success (although the ramming ship does not triple its damage, which remains 1/2 the base damage). Critical ramming damage also automatically incurs a skill check for the crew of the ship being rammed to avoid foundering. A failed skill check by the pilot of the ramming ship indicates that the maneuver has failed, and the enemy ship has essentially been missed.

A special ramming maneuver, called a rake, is used to destroy an enemy's oars. In this maneuver the ramming vessel attempts to rake along the side of a ship with oars to water, doing all of its ramming damage to the oars. The piloting skill check for this maneuver is at a difficulty penalty of -2. This ramming maneuver does not result in the ships coming to rest or becoming entangled (see below).

A ship without a ram can still ram another ship, but the base damage is only 1d4 for every 100 hull hit points of the ramming ship (therefore a ship with less than 100 hull hit points does no ramming damage). Also, the 1/2 damage sustained by the ramming ship all goes to the hull.

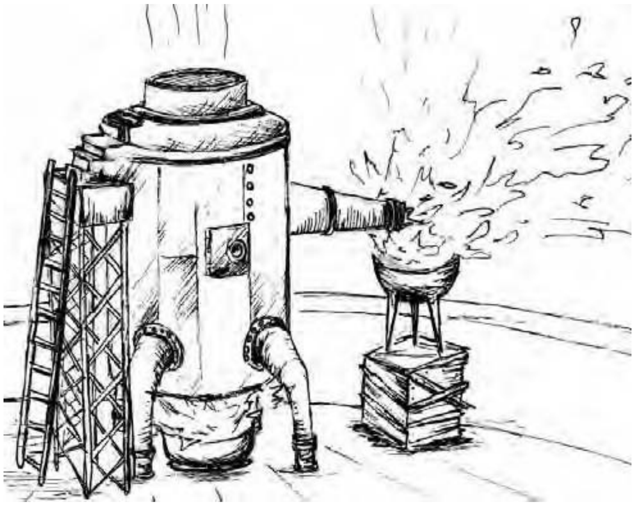
Once a ship ram is successful, both ships will stop moving and the ships are considered tangled. Crew and troops from both ships may freely board one another. To untangle a sailing ship a number of crewman must work to untangle the ships for 10 minutes. This number is equal to the minimum number to pilot the ship as a skeleton crew. After 10 minutes, the crew makes a Sailor skill check (DC 20). If the check is successful, the ships are freed and their current speed is now zero. An oared vessel that rammed a ship can choose to disentangle by rowing backwards, which requires only 1 minute.

If the target ship has a pilot who is aware that they are about to be rammed and is moving at least 3 knots and therefore can make maneuvers to avoid it, then instead of a straight Piloting skill check, both pilots should make an opposed skill check. They should then compare how far above or below their Piloting DC they rolled. For example, if the ramming pilot's ship has a DC of 22 with it current crew size, and his roll plus adjustments is 24, then he uses 24-22 = 2 for his number. If the target ship has a Piloting DC of 18, and its pilot's roll plus adjustments is 22, then his number is 22-18 = 4. Therefore, despite a lower absolute roll plus adjustments, the target ship would successfully avoid being rammed, because the ship was easier to pilot than the ramming ship.

Rams are considered armament for the purposes of Table 4-6. Rams are usually made of iron, brass, or even steel plated oak, or similarly hard wood. They have a hardness of 18 to 24 and hit points equal to 1/5 that of the ship to which they are attached (although see specific ship descriptions for details).

Fireshooters

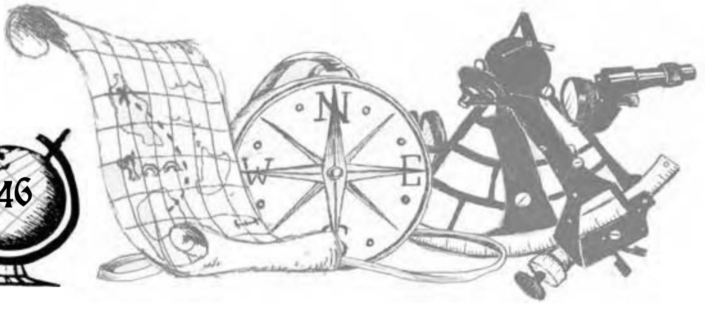
Some ships, in particular elven war galleys, owe much of their success in battle to their unique weaponry, which have been dubbed by humans as "fireshooters." These are believed to be magical weapons that spout a gout of viscous flame for great distances. The fiery stream not only deals direct fire damage, it also sets combustible objects on fire. A hit by a fireshooter will start a large fire onboard the target ship, doing an additional 2d6 points of damage per round until extinguished. Also, flammable objects, such as the wood of a ship's hull, do not get the benefit of their hardness in terms of resisting the damage done by this weapon.



The secrets of their creation and function remain closely guarded. However, it is known that large skins of thick oil are fed into the weapons in order to make them fire (one large skin of fireshooter oil per shot, weight 100 lbs, cost 500 gp). Creating fireshooter oil is an alchemical process, and the recipe is known only to very few cultures.

Spells and Ship Damage

Many spells that deal large amounts of damage can be used to damage ships in combat. A *fireball*, for example, would be a very effective weapon against a ship. Unlike siege weapons, certain spells can be targeted against a specific part of a ship. A *lightning bolt* could be aimed at the ram of a ship, or at one particular sail. For such aimed damage, deal the damage directly to that structure. If more damage is done than the structure has hp, do not carry over that damage to the hull, as you would for damage done by a siege weapon.



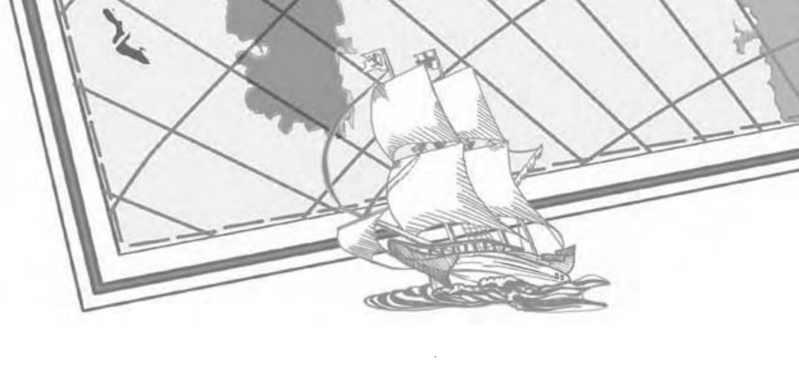
Repairing Ships

Damaged ships can, of course, be repaired, as long as the skills, tools, and raw materials are available. Any amount of sail or oar damage can be repaired while a ship is at sea. If a ship takes more than 50% hull damage, however, then major structural damage has been done to the hull and a full repair will require putting the ship in dry dock. Once a ship goes below 50% hull damage, the maximum hit points of the hull is decreased by 1/2 the total damage taken prior to initiating repairs. For example, if a ship with 200 hit points is damaged in combat down to 50 hit points, then its new maximum hp is decreased by 0.5 x (200-50) = 75, and will therefore be 125. The ship cannot be repaired above 125 hp until it goes into dock.

The materials needed to repair a ship include wood, canvas or a similar durable fabric, tar, oil, rope, and a hard metal (such as iron, brass, or steel). For simplicity, players may purchase Ship Repair Material, which is an appropriate combination of all of these separate materials. Whether purchased separately or together, it requires 10 gp worth of Ship Repair Material for each hit point repaired. The ship in the above example, therefore, would require 750 gp worth of Ship Repair Material in order to be repaired from 50 hp to 125 hp. These costs are doubled in dry dock, so it would cost 1,500 gp to repair the remaining 75 hp and restore the ship back to its original maximum of 200 hp. Of course, this is the cost of the raw material only. For every 200 gp worth of Ship Repair Material (equal to 20 hp), one ton of cargo space is required.

Skilled crafters are also required to repair a ship. Carpenters and blacksmiths repair a number of hit points equal to half their ranks per day with a successful skill check (DC 15). If the check fails, then the repairs are unsuccessful and half the raw materials are wasted. Carpenters and blacksmiths also require one unskilled laborer to assist per rank used. Therefore, a character with 10 ranks in Craft (carpentry) may direct 10 assistants in order to use 50 gp worth of Ship Repair Material and repair 5 hp of a damaged ship in 1 day of work, if he makes a successful skill check. If he has only 6 assistants, then only 3 hp may be repaired that day by that carpenter. Also, blacksmiths can repair only 25% of the total damage done, and carpenters can repair up to 75%. Therefore, a ship needs both carpenters and blacksmiths to effect complete repairs.

Shipwrights are crafters skilled in designing and building ships. They may repair a number of hit points equal to their ranks, also requiring one assistant per rank. Therefore shipwrights are twice as efficient as carpenters and blacksmiths, but their skills are only useful in building or repairing ships. Further, shipwrights may repair ships all by themselves, and do not have to balance their work with other crafters, as do the carpenters and blacksmiths.



Chapter 5:
Underwater Adventuring

Underwater adventuring can be fantastic and wondrous. It can lead characters into exciting encounters the likes of which they can never experience on the land. At the same time, it can be extremely dangerous and deadly. Parties that take to adventuring on the water will very likely find themselves adventuring under the water as well. They will find that there are numerous limitations on their skills and abilities when trying to do things underwater that they take for granted while on dry surfaces.

The two spells that characters will find invaluable to underwater adventuring are the *freedom of movement* and *water breathing* spells. Any character entering the water with these spells active will find it easier to accomplish many of the same tasks that they perform when out of the water. However, characters will undoubtedly enter the water, willingly or otherwise, without the benefit of these spell effects. This section of the book will describe the numerous limitations for characters when they go into the water unprotected.

Aquatic Creatures

Creatures that are classified as 'aquatic' are not subject to most of the limiting factors of underwater adventuring. They suffer no damage from extreme water depths or temperatures. They function underwater as normally as characters do when on dry land, unless it is otherwise clearly specified under the description of a particular aquatic being. Water breathing is an extraordinary ability for all aquatic creatures.

Into The Water

Characters will enter the water in various ways. Entering the water can cause damage to characters unless specific skill checks are made Table 5-1).

Once a character comes in contact with any body of water deeper than a puddle (a puddle being 12 inches of water or less), their movement is subject to the rules of moving when in water (1/4 normal movement.)

Table 5-1: Entering the Water

Action	Skill Check	DC	Damage
Walking	none	n/a (shoreline only)	none
Running	Dexterity	10 (shoreline only)	none
Diving	Swim	15 (+1 per 5' height)	damage (as falling)
Jumping	Jumping	15 (+1 per 5' height)	damage (as falling)
Falling	Tumbling	15 (+1 per 5' height)	damage (as falling)
Flying	Swim (dive)	25 (+1 per rate of speed)	damage (as flying)

Depth and Temperature

The water's depth and temperature will determine a character's survivability when they are under the water. The deeper a character ventures down into the water, the greater the water pressure. *Freedom of movement* and *water breathing* will not protect characters from either the crushing effects of deep water or the effects of cold. Table 5-2 outlines the necessary saves and resultant damage from the pressure of the deep. The indicated Fortitude saves must be made one round after being at a certain depth. If the save is failed, then the damage is taken and another save must be made each round until the character makes a Fortitude save, after which further saves are not necessary. The character is then considered acclimated to that depth. Descending to a deeper depth range as indicated on the table, however, requires another saving throw be made.

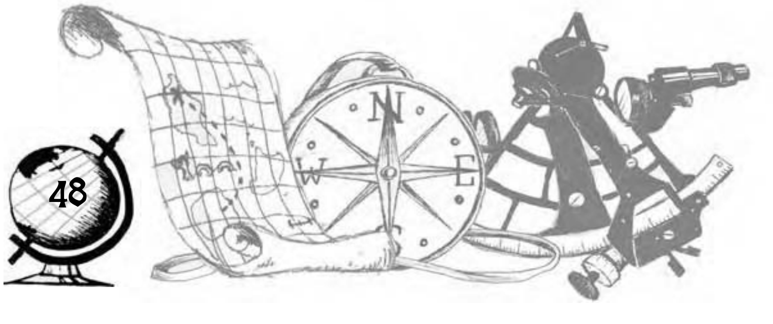
Table 5-2: Damage from Water Pressure

Depth (feet)	DC Fort. Save	Subdual Damage	Damage
0-200	none	none	none
201-250	10	1d6/round	none
251-300	15	2d6/round	none
301-400	20	3d6/round	1d6/round
401-500	25	4d6/round	2d6/round
501-1000	30	5d6/round	3d6/round
each 500 ft deeper	+5	+1d6	+1d6

Table 5-3: Damage from Cold Water Temperature

Temperature	Degree F	DC Fort. Save	Cold Damage
Tropical	>86	none	none
Warm	65-85	none	none
Cold	55-64	10	1d6/minute
Frigid	45-54	18	2d6/minute
Icy	32-44	25	4d6/minute

Water conducts heat much more efficiently than air; therefore cold water causes much greater loss of body temperature than does cold air. It is also important for GMs to note that water becomes heavier as it cools until it reaches a temperature of about 4 degrees Celsius or 37 degrees Fahrenheit (just above freezing). Below 37 degrees, as water crystallizes into ice, it becomes lighter so that ice will float on the surface of the water. Therefore, the bottom of any large body of water will tend to remain at 37 degrees F most of the year. Table 5-3 outlines the necessary saves and resultant cold damage from being in water at various temperatures. Unlike pressure, Fortitude saves against cold damage from water must be made each minute, even after a successful save. The table assumes that the creature is not wearing anything that will provide meaningful insulation while in water. Normal clothing or armor is of no benefit. A watertight outfit that captures a layer of water next to the skin (like a wet suit) provides a +10 circumstance bonus to the Fortitude saves indicated. Smearing the skin with grease or fat, which repels water, will provide a +5 Circumstance bonus to the necessary Fortitude saves. Of course, magical forms of protection from cold also apply.



Abilities and Actions Underwater

Dexterity

Being underwater without the benefit of a *freedom of movement* spell will greatly hamper a character's Dexterity. All checks based upon the Dexterity modifier will have a -4 Circumstance penalty while underwater. This includes Armor Class, Initiative, and Reflex saving throws. Additionally, the feats Dodge, Improved Initiative, Lightning Reflexes, Mobility, and Spring Attack are negated for unprotected characters in the water. Being underwater also negates the abilities uncanny dodge, evasion, and improved evasion.

Sight

Seeing underwater is prohibitive, and all characters are subject to its limitations. *Freedom of movement* does not provide a means of seeing clearly underwater. All characters underwater are affected as if a permanent *blur* spell is in effect. They can make out very vague shapes, sizes and forms, but they cannot read anything. Goggles, masks, or other non-magical seeing aids can help improve underwater sight, but these items are very rare, typically very delicate, varying in quality, and usually very expensive. There are magical means of countering this natural phenomenon, such as with a *true seeing* or *clear vision* spell or with a magical item that has a similar effect.

Typically, characters in water 25 feet deep or deeper are blanketed in darkness as per the spell, and all darkness modifiers apply. Characters in water 75 feet deep or deeper are blanketed in deeper darkness as per the spell, and all deeper darkness modifiers are applicable. At the GM's discretion, unusually clear or dirty water may have varying light effects at differing depths.

Talking And Hearing

Characters cannot talk underwater, nor can they hear words being spoken. The water breathing spell does not provide characters with the means to communicate verbally. The spell *underwater communication* is necessary to talk normally and understand spoken words when underwater.

Spellcasting

Unprotected spellcasters cannot cast spells while underwater without the help of the Silent Spell and Still Spell feats. If a character has *freedom of movement*, they can perform the somatic portion of the spells as normal. However, a *water breathing* spell will not allow for the character to properly call the verbal components of spells. The *underwater communication* spell allows the caster to be able to speak and hear while underwater, and therefore facilitates normal spellcasting.

Using Weapons And Shields

Ranged weapons are unusable underwater, even with a *freedom of movement* spell. Characters cannot use slashing or bludgeoning weapons for attacking or parrying effectively, nor can they use a shield for blocking unless they have a *freedom of movement* spell active upon them. All related fighting skills and feats are equally hampered for unprotected characters. Piercing weapons can be used underwater without the aid of magic, but the restrictive nature of underwater movement imposes a –2 penalty to hit and damage from all such attacks. If the damage penalty reduces the damage below 1, then the attack was ineffectual and no damage is inflicted. Aquatic creatures are not limited when fighting underwater, however, they too will find ranged weapons useless just as non-aquatic creatures do.

Riding Sea Creatures

Characters attempting to ride creatures of the sea must have the Ride (sea creature) skill. This skill must be taught.

Turning Undead

Clerics and paladins can turn/rebuke/control undead as normal when under water. However, trying to control undead with verbal commands requires an *underwater communication* spell or equivalent to pass on the orders to any undead servants.

Items And Possessions

A character's possessions must be properly protected (books and paper in sealed, watertight cases) otherwise the ink will smear and the writings will be lost. Also, saving throws will determine whether a sheet of paper or parchment dissolves when exposed to the water. Metal armor and weapons will rust if not cleaned and oiled after having been underwater. Arrows, bows, clubs, shields, and other weapons made of wood will warp after being under the water unless they are treated ahead of time. Leather armor will become hard, brittle, and useless after being soaked in water. (See Table 5-4.)

Table 5-4: Saves for Possessions Submerged in Water

Item	DC	Duration under Water	Failed Save
Paper, books	15	1 round	Ink will run
		5 rounds	Paper/binding falls apart
Wooden items	12	10 minutes	Warps, unusable
Leather items	15	1 minute	Shrinks, cracks
Metal items	10	10 minutes	Rusts
Magic items	Special - see description of magic item		

Buoyancy and Holding Your Breath

Characters may hold their breath while underwater for a maximum of 2 rounds per point of constitution. Once that time has expired, the character must make a Constitution check (DC 10) or begin to drown. The DC increases by 1 for every round afterwards.

Characters holding their breath are either swimming (moving) or holding their position in the water. Unless the character is able to hold on to something to keep in place, the character will begin to float to the surface at a rate of 5 feet per round. This also holds true for characters who have died in the water. The character's body will float to the surface for 1 minute and then they will sink to the bottom.

Elements and Gases Underwater

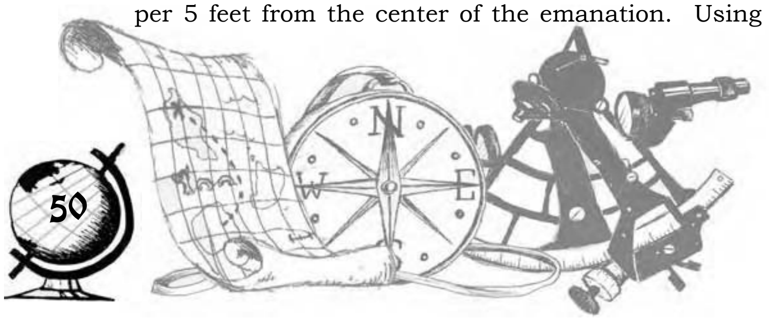
Fire and Cold

Obviously, normal fires will not work at all underwater. Magical fires (*fireball or flame strike* spells, for instance) will only have a chance of functioning normally underwater. The spellcaster will need to make a Concentration skill check (DC 20 + 1 per level of the spell) for the spell to function. If the skill check fails, the spell simply fizzles to no effect. The spell has been cast, and therefore counts against a caster's daily allotment as normal, but it simply does not function. Creatures that employ fire based attacks as supernatural or extraordinary abilities typically avoid being underwater, but can use their abilities with successful Concentration skill checks (DC 20). Cold-based attacks are unaffected underwater but will often produce the unfortunate side effect of creating large blocks of ice. Underwater targets of especially powerful cold-based attacks, the breath of a white dragon, for example, may become encased in ice at the GM's discretion. Characters encased in ice are immediately considered drowning and will die in 3 rounds if not freed. To free someone encased, the ice must be dealt an amount of fire damage equal to the amount of cold damage that was initially done to melt the ice, or half as much sonic damage to shatter it. The encased victim will also suffer one half of the fire damage or an equal amount of the sonic damage, so this is a dangerous prospect indeed.

Acid
Water naturally dilutes acid, thereby reducing the effectiveness of all acid based attacks made underwater or in to the water. Acid based attacks will do 1/2 damage underwater. This includes acid as a breath weapon attack. Some acid based attacks executed in confined areas of water, like a small pond or a shallow in a swamp, will actually cause the water itself to become acidic. The GM may declare that this has happened in some extreme circumstances, in which case the attack deals full damage, and exposure to the water will deal 1/4 of the dice rolled in damage. For example, an adult black dragon breathes while under the surface of a stagnant pool of water in his lair. The GM determines that the breath weapon attack is sufficient to make the water itself acidic, so the breath weapon does its full 12d4 points of damage, and exposure to the water will do 3d4 (one quarter of 12d4) points of damage each round.

Sonic Attacks
Water carries sound quite well, better than air, in fact. All sonic-based attacks and spells will be doubled in size as if under the effects of the Enlarge Spell feat. All save DC's of sonic attacks are increased by 5 while underwater as well.

Electricity
Water is a very good conductor of electricity, so good in fact that the properties of all electricity-based spells and attacks change dramatically. First, regardless of the intended shape of the attack, all electricity attacks delivered under or in to the water become emanations centered on the point of origin (or point of contact with the surface). The size of the emanation is 5 feet per die of damage the electricity attack would deliver. For example, a 5d6 damage *lightning bolt* would emanate 25 feet from its point of origin while a *shocking grasp* would emanate 5 feet around the caster's hands. The damage of the attack is as normal for the 5 feet at the center, but is lowered by one die per 5 feet from the center of the emanation. Using the *lightning bolt* example above, a target would take 5d6 damage at the center, but only 2d6 damage if 15 feet away. If the area of the water is not sufficiently large to allow the electricity to fully emanate, any remaining dice are maximized, as per the Maximize Spell feat. Expanding on the above example, a 5d6 *lightning bolt* is cast into the center of a pool of water 20 feet in diameter. Since the electricity would only be able to emanate for 10 feet, 2 dice would be rolled for damage and the remaining 3 would be maximized, automatically delivering 18 points of damage. Multiple sources of electricity damage whose emanations overlap have their damage added together, and act as a single source of damage for purposes of resistances. Under all circumstances, targets do not receive a saving throw to reduce the damage of electric attacks while underwater.



Gaseous Forms
Creatures in gaseous form cannot penetrate water surfaces or bodies of water. The water is considered a solid object to anyone in gaseous form and all rules and limitations of gaseous form apply. Becoming gaseous while underwater will basically turn the character into an air-bubble, which will immediately rise uncontrollably to the surface at a rate of 20 feet per round. While rising, the character may not control his movement in any way until he breaks the surface.

Etherealness
Ethereal creatures can move through the water just the same as they do in the air. However, if an ethereal creature chooses to appear on the prime material plane while under the water, they are subject to all of the limitations of adventuring under the water.

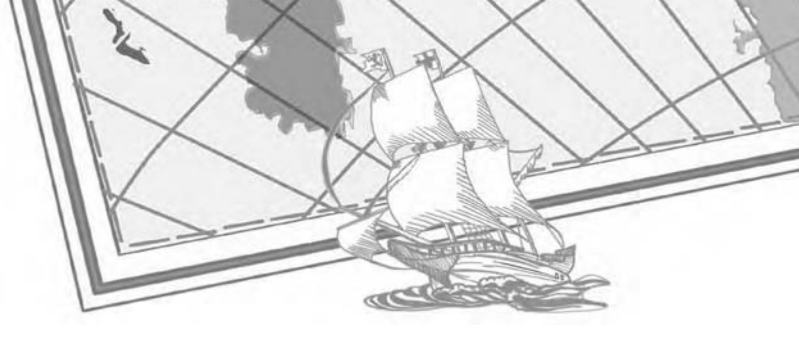
Incorporeality
Incorporeal creatures function in the water as they normally would on dry land.

Taking Damage And Bleeding In The Water

Depending on the indigenous creatures living in the waters nearby, a character that has taken damage in the water, or who has entered the water while bleeding, might draw the attention of creatures looking to feed. Sharks, barracudas, and piranhas are some of the natural predators of the waters, and they might come in to feed. If there are any of these creatures within 1 mile of the bleeding character, the predators have a 2 in 10 chance of detecting the blood and will move in for the feed. If the creatures are within ½ mile, then the chance increases to 4 in 10. And if they are within ¼ mile, there is a 6 in 10 chance.

Underwater Vessels

GMs may wish to include underwater vessels into their campaigns, providing another avenue to their players for underwater adventure. Most fantasy campaigns are set in worlds with a pre-industrial technology, and

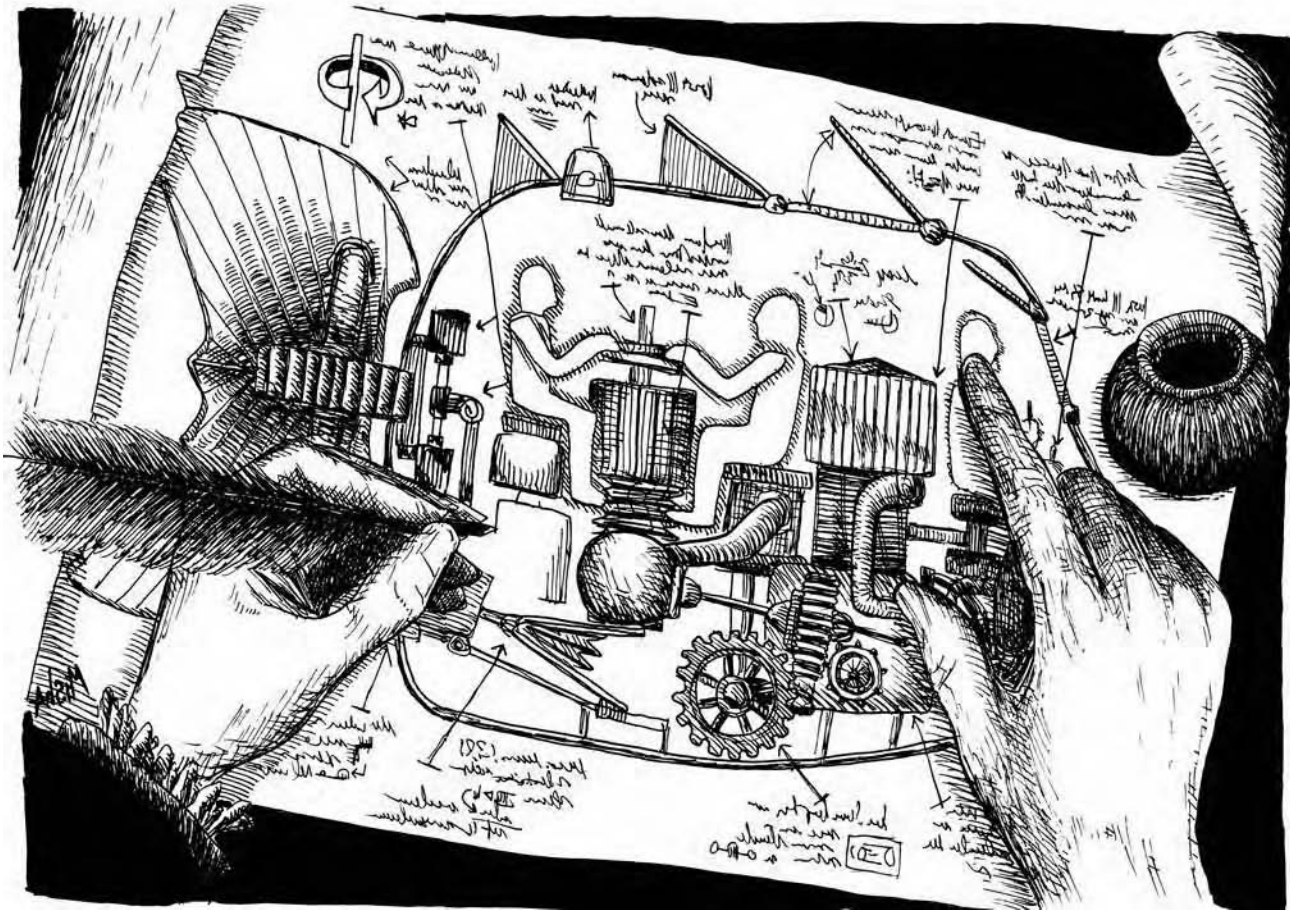


therefore underwater vessels in such a world will either be very crude, and therefore dangerous, or will rely upon powerful magic for their construction and/or operation.

Below are the characteristics needed to fully describe an underwater vessel, followed by a few examples.

Underwater Vessel Characteristics

Hull: The hull of an underwater vessel serves the primary purpose of trapping air under the water. It therefore must be airtight, and it can be either open on the bottom or completely encapsulating. Wood is generally not an adequate substance out of which to make the hull for an underwater vessel. It is not strong enough to withstand the pressures of the deep, and not heavy enough to hold down a large volume of water. Therefore most such hulls will be made out of metal. Of course magic could be used to render any substance suitable, therefore GMs are free to create enchanted underwater ships out of glass, sea shells, or other materials.



In addition to shape, size and material, hulls will have a specific hardness, Break DC, and number of hit points.

Depth: Underwater vessels must have a rigid structure that can keep air in and water out. The deeper a ship goes, the greater the difference in pressure between the outside and inside. At a certain depth, this pressure is just too great for the hull of the vessel and it will simply implode. The characteristic of depth is therefore the maximum depth to which a vessel can descend before it will implode, given in feet below the surface.

Open-bottomed vessels are limited by the fact that the air inside the vessel will be compressed by the pressure of the water below. Therefore, such vessels can only go to a shallow depth.

Capacity: This is the number of medium-sized creatures that can comfortably fit inside the vessel. Also, the maximum size category of creatures that can fit inside the vessel is indicated. This may be limited by the size of the hatchway leading into the vessel, or the size of the vessel itself. For each size category greater than medium, count creatures as double the number of medium-sized creatures, and for each size category smaller than medium count as half the number.

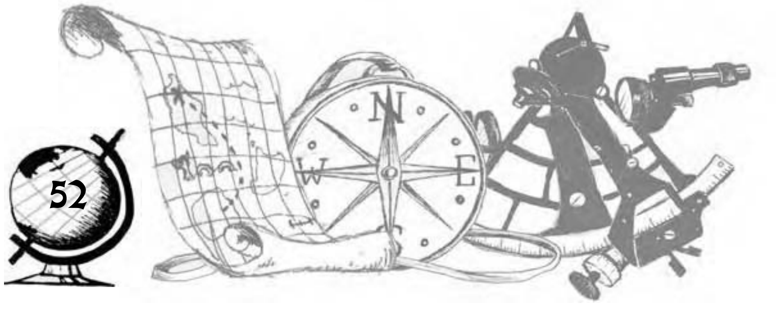
Air: Underwater vessels have two properties with respect to the air they contain. The first is the volume of air, which is given in air hours, or the number of hours that a single, medium-sized creature can breathe the air inside the vessel before taking ill effects. If a vessel, for example, has 100 air hours, then one medium-sized creature can breathe for 100 hours, 2 for 50 hours, 3 for 33 hours 20 minutes, etc. As usual, double or halve this number for each size category larger or smaller than medium. Therefore two large creatures can breathe 100 air hours for 25 hours.

The second property of air inside a vessel is the mechanism by which it is refreshed. Some vessels may have no means of refreshing their air except by coming to the surface and exposing the inside of the vessel to the open air. For simplicity assume it takes one full minute for air to be refreshed in this passive manner. Some vessels may be equipped with a tube (airtube or snorkel) that can be raised up like the periscopes of modern submarines so as to let in fresh air without the need for the ship to completely surface and expose itself. Such tubes often have a cap or valve that can be opened once the top of the tube is raised out of the water.

Another common method is the use of a pump and air hose. The same style of pumps that are used to pump water out of the bilge of ships can be connected to a long tube and used to pump fresh air down into an underwater vessel. A second tube is used to allow stale air to circulate out of the closed vessel. Such air pump systems will be described in terms of the length of tubing available, the number of people required to operate the pump, and the number of air hours worth of fresh air the pumps can provide per minute of operation.

If magical means are used to refresh the air in a ship then this will be given as either the number of air hours provided, the number of creatures that can be supported indefinitely, or perhaps the vessel can be restored to its maximum air capacity at certain intervals.

When the number of air hours available inside an underwater vessel reaches zero the air is said to have gone stale (which represents both a lack of oxygen and a build up of carbon dioxide). When this occurs, every air breathing creature in the vessel must make a Fortitude save (DC 15) or else fall unconscious. The air hours of the vessel should still be counted down into the negatives as used. For example, if there are the equivalent of 10 medium-sized creatures inside a ship, then they collectively use 1 air hour every 6 minutes. Every interval at which the ship loses another air hour, six minutes in this example, every creature still alive must make another Fortitude save (DC 15 +1 for each negative air hour inside the vessel). Therefore, if all creatures are still alive after 24 minutes the DC of the Fortitude save is 19. If an unconscious creature fails a second Fortitude save, then they have died from lack of air. Once a creature dies, they no longer use air and therefore should not be counted toward the dropping air hours.



Propulsion: Some underwater vessels may have no method of propulsion, in which case they are used simply to lower creatures down into the depths. Others may be rigged to be dragged behind a surface vessel. More sophisticated vessels will have some method of self propulsion. There are three basic methods of mechanical propulsion. The simplest is mechanical flippers, made to mimic the action of a fishes tail. These can be operated with levers or with a rotating device, perhaps even attached to pedals and gears so that they can be operated like riding a bicycle.

Another type of mechanical propulsion is the propeller, which are specially shaped blades that spin on an axis radial to the direction of movement. Propellers are fairly sophisticated and will usually only be found on advanced vessels.

Finally, propulsion can be achieved by shooting or squirting some fluid out the back of the vessel. For example, a pumping device could draw in sea water and eject it at high speed out the back of the vessel, propelling it forward. This method is not very efficient and usually does not result in a fast vessel, unless magic is used.

Speed: The speed at which an underwater vessel can move through the water is given in feet per round. Exceptionally fast vessels may be rated in knots, as surface ships are.

Maneuverability: For those vessels that are self propelled, this will indicate how quickly they can turn. This is indicated as maneuverability class according to Table 2-1, except the hexes are 5 ft. hexes for those vessels who speed is given in feet per round.

Climb/Descend: In addition to movement forward, underwater vessels must have some method of descending down into the depths, and then rising again to the surface. The simplest vessels will be dependent upon a rigging aboard another vessel or stable structure to lower and raise the ship by cables. Free vessels may use lift and ballast to control their depth. They will release bladders of air to descend, then drop ballast to rise again. More sophisticated vessels will be able to shift ballast so as to point the nose of the ship up or down then use their propulsion to climb or descend. This method is often combined with the use of lift and ballast for more rapid climb and descent.

In addition to the method used, the speed at which a ship can rise and descend will be indicated in feet per round.

Armaments: Few underwater vessels will have any armaments, as they tend to be small and the technology necessary is too sophisticated for most campaign settings. Any effective armaments are likely to be overtly magical in nature. A couple of mundane possibilities exist, however, and they are described below in the section on underwater warfare.

Underwater Ships

Diving Bell

This is the simplest form of underwater vessel, a simple bell-shaped iron structure that can trap a bubble of air under the water. Even very primitive cultures may conceive of such a device, as long as they have metal technology.

Hull: Bell-shaped iron hull, open at the bottom, 10 ft. in diameter at the bottom and 8 ft. high. Hardness: 24, Break DC: 60, HP: 80

Depth: 100 ft.

Capacity: 4, maximum size is large

Air: 8, replenished by surfacing. A variant may be equipped with a 2 man pump which can replenish 1 air per minute down to 100 ft.

Propulsion: None

Speed: None

Maneuverability: None

Climb/Descend: Cable attached to surface, raised or lowered at 10 ft. per round.

Armaments: None

Silverfish

This is a small enclosed underwater vessel which is capable of operating independently. It requires a late Renaissance technology.

Hull: Steel cylindrical hull, ribbed on the inside for support, 14 ft. long and 6 ft. in diameter. Hardness: 26, Break DC: 80, HP: 180. There is one top hatch and two small glass port holes, one in front and one below.

Depth: 1,000 ft.

Capacity: 3, maximum size is medium

Air: 18, replenished by surfacing or by a 10 ft. air tube.

Propulsion: Mechanical tale fluke which flaps side to side, powered by two pair of pedals connected in tandem by gears.

Speed: 40

Maneuverability: E

Climb/Descend: Four 20lb. ballast below and four airbladder lifts attached along the top. The vessel is neutrally buoyant by itself. Each ballast or lift in excess of the other causes the vessel to climb or descend at 10 ft. per round.

Armaments: Nose mounted harpoon, damage 1d12

Seadevil

This is a large and sophisticated underwater vessel requiring magical materials and methods to construct and operate.

Hull: Hardened steel hull, roughly cylindrical but shaped more like a fish. The vessel is 50 ft. long, 18 ft. in diameter, and is divided into two decks. Hardness: 30, Break DC: 90, HP: 350. There are two large top hatches, two large transparent steel port holes in the front, three along each side, two small port holes in the back.

Depth: 1,500 ft.

Capacity: 50, maximum size is Large

Air: 600, replenished by surfacing or two 15 foot valved airtubes. Some vessels may be enchanted so that once per day the air can be completely refreshed. Air Pearls are also commonly used (see Air Pearls under magic items).

Propulsion: Two large rear propellers power by magic.

Speed: 5 knots

Maneuverability: C

Climb/Descend: Can climb or descend by tipping the nose up or down at a rate of up to 20 ft. per round.

Armaments: Dorsal Ram, base damage 2d10, hardness 35, hit point 100

Underwater Combat

Underwater vessels may engage in combat either with each other or with surface vessels. The rules for such combat are the same as those outlined in Chapter 4. Below are descriptions of several weapons unique to submarines.

Bow Harpoon

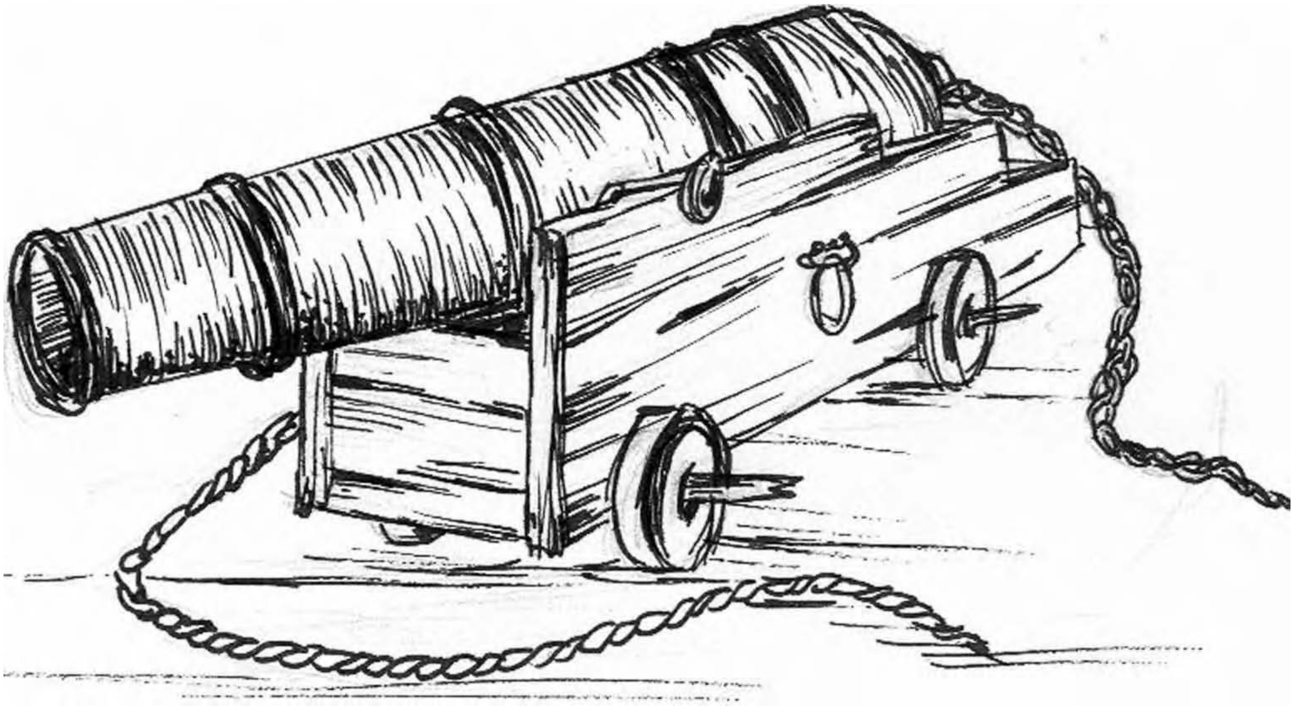
Some small underwater vessels may have a harpoon mounted on its bow. Although these are generally not capable of doing significant damage to a ship, they can be used to attack sea creatures. The pilot of the vessel must make a piloting skill check with a DC equal to the armor class of the creature being attacked. The submarine, however, can only attack in this manner by making a charge, meaning that it must be able to move at full speed and in a straight line for at least 10 ft.

Dorsal Rams

Large and fast underwater vessels are capable of delivering damage to other ships by ramming them. They follow the same rules for ramming as for surface vessels, namely the damage dealt is the base damage of the ram times the speed of the ship in knots. The ramming ship takes half damage, with its ram being damaged first followed by its hull.

Dorsal rams are mounted in the front and top of an underwater vessel. They are designed to stick up barely to the water line so that the underwater ship can ram a surface vessel, tearing through the bottom of its hull while remaining mostly submerged.

Chapter 6:
Nautical Equipment



This chapter is a supplement to the equipment chapter of *Core Rulebook I,* describing those items that are new to this world. They contain everything needed for naval adventuring, and firearms of the empires.

Firearms

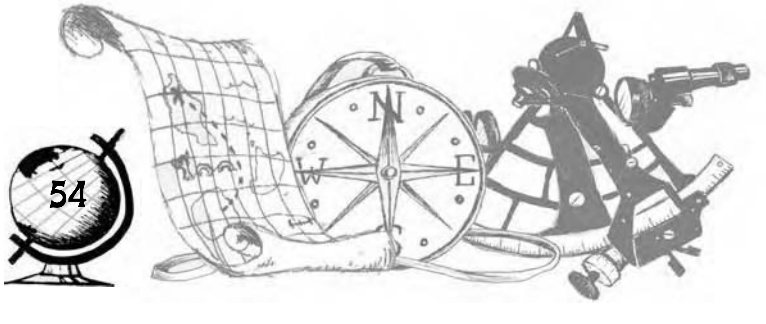
Although the use of magic allows for powerful damage-dealing spells, clever crafters have not ignored the advantages of non-magical devices. One such development is the use of explosives, and the practical application of gunpowder in weapons. Although firearms are still rare as personal weapons, many of the large ships of the empires sport cannons.

The following rules are based on and expand upon the descriptions given in *Core Rulebook II*, pg. 162-3.

Bayonet: This is a blade roughly the size of a shortsword which is designed to be fixed to the muzzle of a musket. When used in this fashion it is a two-handed weapon that can be set to receive a charge. Used by itself (not attached to a musket) it is a clumsy weapon and suffers a -2 penalty on attack rolls.

Gunpowder

Gunpowder is made by alchemists (DC 25). When exposed to fire, gunpowder flashes and burns up (if it is not under pressure), or explodes (if under pressure). This, of course, can't happen if it is wet. The damage is 1d4 per pound that explodes (Reflex save, DC 15, for half) and causes an explosion in a 10 foot radius. Half of the damage is fire-based, while the other half of the damage is "shock" or explosive damage. Creatures within a radius in feet equal to the number of pounds of exploding gunpowder times five must make a Fortitude save (DC 15) or be deafened for 1d4 rounds. If a fireball explodes gunpowder in its area of effect, the save for the gunpowder damage happens separately, after the fireball damage has been saved against and assigned. Gunpowder will damage inanimate objects as well, so anything within the 10 foot radius explosion, including walls, doors or other structures, should have the damage applied as appropriate. Cannons in battle situations generally contain gunpowder or have it nearby, and thus are very vulnerable to taking fire damage for this reason.



Nautical and Underwater Equipment

Most of the equipment necessary to operate a ship is fairly standard and can be found in *Core Rulebook I.* This section describes a few special additions.

Bilge Pumps: Bilge pumps are actually rather simple devices similar to the hand pumps used to draw water from a well. However, they require a fair degree of precision in construction and are therefore somewhat expensive. On board ship, they are used to pump water out of the bilge, and are much more effective than simply bailing with pans or buckets. Whereas five sailors can reduce water damage at a rate of 1 point per round by bailing, one sailor can reduce 1 point of water damage per round with a one-manned bilge pump. Two sailors operating a two-manned bilge pump (which has two pumps connected to a cross bar that are hand operated in a sea-saw fashion) can reduce 3 points of water damage per round.

Binnacle: This is a large case attached to the deck of a ship designed to hold the ship's compass and a lamp. The binnacle keeps the compass safe from damage and the elements, and also contains a lamp so that the compass can be read at night.

Boatswain's Whistle: Also called a Bo'sun's pipe, this is a finely crafted brass handheld instrument. It is used to signal the arrival of the captain or any other high ranking officer or official on the quarterdeck.

Captain's Log: This large book is filled with more than just blank pages for writing notes. It contains tables used to keep careful track of a ship's progress. Each day, ship direction, speed, and duration of travel is noted in the log and used to mark the ship's progress and well as calculate current position. In addition, many captain's logs contain astronomical tables that allow a captain to calculate his current latitude by making observations with his sextant.

Captain's Speaking Trumpet: This is a trumpet-shaped device used by the captain, or other commanding officer, to shout commands to the crew. The trumpet amplifies the volume of the commands so that they can be used across a long ship, or over the sounds of the wind and sea.

Charting Tools: These are tools necessary for properly using a chart for navigation. They include a protractor, divider, and a map glass. At the GM's discretion, such tools may be considered necessary in order for a navigator to gain a +6 or greater bonus from a high quality chart. Masterworked charting tools may also provide a +1 circumstance bonus to navigating with charts, due to their precision.

Ditty Bag: This is a small canvas sack designed to hold all of a sailors gear and equipment. The ditty bag comes complete with scissors, sewing kit, jack knife, and shaving razor and is also used to carry a sailor's clothes and other personals.

Diving Grease: Smearing grease over one's clothes or skin is a simple way to provide some protection from cold water. Doing so provides a +5 enhancement bonus to Fortitude saves against damage from cold water. One packet of such grease is enough to cover one medium-sized creature. Each size category greater than medium requires double the number of packets, and each size category below medium requires half the number of packets.

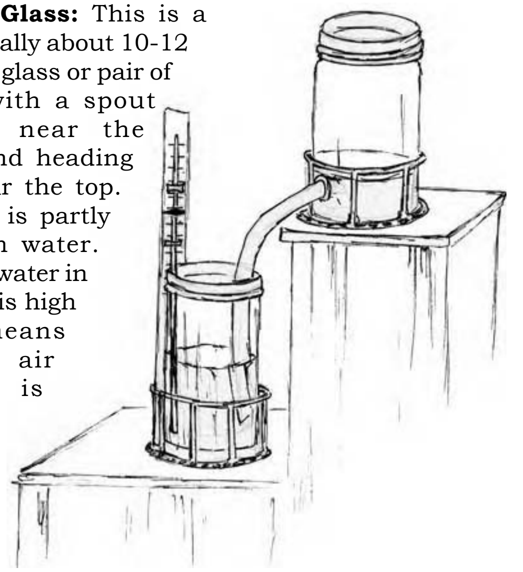
Goggles and Masks: Goggles and masks can be used to improve vision underwater by trapping a pocket of air in front of the eyes. They are constructed from a watertight material that can make a reasonable seal against the skin and supporting a pane of glass or other rigid transparent material. The most basic of such equipment is made from heavily oiled leather and blown glass. Such masks are only usable down to 50 feet below the water's surface. Deeper than that, they cannot maintain their seal against the pressure. Some GMs may include rubber in their campaigns, which is a naturally occurring substance derived from rubber tree plants. Goggles and masks made from rubber make better seals and can be used down to a depth of 100 feet.

Log line: This is a flat piece of wood cut in the shape of a quarter circle (log) tied to a long knotted rope. The log is meant to be thrown overboard and dragged through the water, pulling out the line. The line has knots tied every 50 ft. 8 inches. Once thrown, 30 seconds are counted off a timepiece (usually a 30 second hourglass). The log will pull out one knot for every nautical mile per hour the ship is traveling. This is a necessary piece of equipment for piloting across open ocean, without external reference to gauge speed.

Rations, Sea: One sea ration includes the amount of food and water necessary to maintain one medium-sized creature per day. The food is designed to last on long sea voyages, and it therefore contains dried and salted meats, dried fruits, nuts, and other durable foodstuffs. Sea rations are often bought in bulk (units of 100), rather than in individual servings, since they are designed to feed large crews. Therefore they will typically contain barrels of water or ale, sides of smoked meat, barrels or grain or nuts, etc.

Ship's Bell: A small- to medium-sized brass bell mounted either in a bracket or a small belfry on the deck. The ship's bell is used to signal the hour and half hour, and allows the crew to know when their shift begins or ends. For ships using hourglasses for timekeeping, the ship's bell is wrung at every turning of the hourglass.

Water Odometer: This is a device used to measure the speed of a ship through the water, and replaces the log line in more technologically advanced nautical cultures. The device is a small propeller attached by a gear to a clock-like device. The device is tied at a fixed distance behind a ship (far enough back to be out of its wake). As the odometer moves through the water the propeller turns, moving the gears which slowly turns the hands one a marked dial, and thereby measures the distance the odometer is traveling through the water. The device is left in the water for a specific measured amount of time, and therefore can be used to calculate the ship's speed. Because it is more accurate than a log line it provides a +1 circumstance bonus to Pilot skill checks for piloting across open ocean.



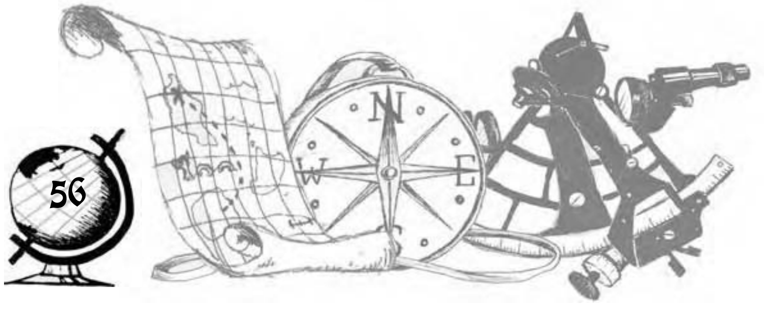
Weather Glass: This is a small (usually about 10-12 inch high) glass or pair of glasses with a spout attached near the bottom and heading up to near the top. The glass is partly filled with water. When the water in the spout is high that means ambient air pressure is low,

Table 6-1: Cannon

Weapon	Cost	Dam	Crit	Range Incr.	Weight	Shot and Charge	Re-load	Crew	Stop Target
Cannon, light	500 gp	3d6	x4	150 ft.	200 lb.	3 lb., 1.5 lb. powder	2 rnd	2	Large
Cannon, medium	1200 gp	4d6	x4	200 ft.	350 lb.	6 lb., 3.0 lb. powder	3 rnd	2	Huge
Cannon, large	2500 gp	6d6	x4	300 ft.	650 lb.	15 lb., 8.0 lb. powder	4 rnd	3	Gargantuan
Cannon, great	6000 gp	9d6	x4	400 ft.	2000 lb.	50 lb., 25 lb. powder	6 rnd	4	Colossal

Table 6-2: Gunpowder, Weapons, and Ammunition

Weapon	Cost	Damage	Critical	Range Increment	Weight	Damage Type
Alchemist's Fire	225 gp	Fire				
Balls, Musket (10)	3 gp				2 lb.	
Bayonet	20 gp	1d6	x3		2 lb.	Piercing
Bomb	150 gp	2d6 5ft. BR	-	10 ft.	1 lb.	
Bullets, Pistol (10)	3 gp				2 lb.	
Chain Shot, medium	40 gp				7 lb.	Slashing
Chain Shot, heavy	90 gp				20 lb.	Slashing
Grapeshot, medium	25 gp				6 lb.	Piercing
Grapeshot, heavy	50 gp				15 lb.	Piercing
Musket, large	500 gp	1d12	x3	150 ft.	10 lb.	Piercing
Pistol, small	250 gp	1d10	x3	50 ft.	3 lb.	Piercing
Powder, 1.5 lb. charge	30 gp				2 lb.	
Powder, 3 lb. charge	60 gp				4 lb.	
Powder, 8 lb. charge	120 gp				10 lb.	
Powder, 25 lb. charge	350 gp				30 lb.	
Powder, 15 lb. keg	250 gp				20 lb.	
Powder, 2 lb. horn	35 gp				2 lb.	
Smokebomb	70 gp	Smoke 20 ft. BR		10 ft.	1lb.	
Solid shot, light	5 gp				3 lb.	Bludgeoning
Solid shot, medium	10 gp				6 lb.	Bludgeoning
Solid shot, heavy	25 gp				15 lb.	Bludgeoning
Solid shot, great	60 gp				50 lb.	Bludgeoning



indicating that a storm may be imminent. A weather glass provides up to 3 hours warning that the weather is going to change to stormy or worse.

Wetsuits: Wetsuits are any outfits that are water tight and designed to trap a thin layer of water next to the wearer's body. This water layer then provides insulation and protects the wearer from the cold of the surrounding water, thus providing a +10 enhancement bonus to all Fortitude saves against cold damage from frigid water. Wetsuits can be made of leather that has been treated with special oils so as to make it water tight. Alchemists may have discovered an alchemical process for treating cloth or other materials to render them water tight. Cultures with rubber technology are likely to make wetsuits out of rubber.

Surgical Supplies

Apothecary: Various naturally occurring drugs may be available in almost any campaign. Surgeons are skilled in the identification and use of such drugs. Below are listed individual drugs and their effects and uses. For purposes of cost and administration, 1 dose assumes a medium sized creature. For each size category larger or smaller than medium, double or half the number of doses required, respectively. For each drug is also listed the effect of an overdose. An overdose occurs when two or more doses of one drug are given with overlapping durations of effect. Any creature taking an overdose of a drug must make a Fortitude save (DC:15) ten minutes later or suffer the listed effect. There is a circumstance penalty of –2 to this save for each additional dose above 2 which is taken. Therefore is four doses of a drug are taken simultaneously, the Fortitude save is made with a –4 circumstance penalty.

Emetic: This is a foul smelling and tasting liquid which causes rapid nausea and vomiting.

Effects: Causes nausea and vomiting, emptying the contents of the stomach.

Duration: 1d4 minutes

Use: Given to treat an overdose of an orally taken drug. Must be given within ten minutes of the overdose.

Overdose: None, any excess dose is itself expelled by vomiting.

Ether: This is a volatile liquid that can be poured into a cloth, or dripped into a mask, which is then placed over the patient's mouth and nose. Ether will likely be available only in more technologically advanced settings.

Effects: Causes a rapid and deep unconsciousness.

Duration: 1d4 x 10 minutes

Use: This is an effective method of sedation for performing surgery on otherwise conscious patients.

When properly used it eliminates the circumstance penalty for performing surgery on conscious patients.

Overdose: Coma 1d4 days, if a natural 1 is rolled on the Fortitude save, then death occurs.

Healing Poultice: This is a collection of herbs, minerals and other plant and animal materials. Water is added to make a paste which is then spread onto open wounds.

Effects: Quickens the healing of wounds, prevents diseases resulting from certain wounds.

Duration: One day

Use: For those wounds that surgery cannot completely heal, the healing poultice can be applied, causing remaining wounds to heal at double the normal rate for one day. Therefore, a 5th level character will heal 10 points in one day rather than the normal 5. Another dose can be applied if needed to gain this benefit for another day. Applying multiple doses in one day has not added benefit.

Overdose: None.

Kala root: Small red root ground into powder and applied to the surface of fresh wounds.

Effects: Quickens the clotting of blood, stopping the bleeding from fresh wounds.

Duration: Permanent.

Use: During surgery its application allows the surgeon to decrease loss of blood. This provides a +1 circumstance bonus to Profession (physician) skill checks for performing surgery per dose used. The maximum number of doses that can be used is 1 for simple and minor surgery, 2 for major and complex, and 3 for intricate surgery. When used with the Heal skill, one dose provides a +5 circumstance bonus to skill checks to stabilize an unconscious creature.

Overdose: None.

Scopal Leaves: Leaves of a the small scopal plant, either chewed or boiled into a tea.

Effects: Reduces the symptoms of nausea and vertigo.

Duration: 3d6 hours

Use: Treats seasickness. Provides a bonus Fortitude save vs seasickness with a circumstance bonus of +10. Additional doses do provide additional saves, but the bonuses do not stack, and extra dosing runs the risk of overdose.

Overdose: Muscle weakness, -1d10 strength for the duration of effect.

Tincture of Opium: Sticky liquid stored in small vials and taken orally. Also called Laudinum.

Effects: Reduction in the perception of pain (analgesia), sedation

Duration: 2d4 hours

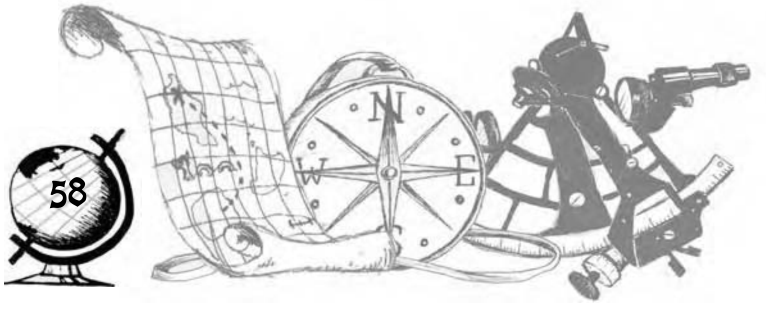
Use: To facilitate surgery on patient's that are conscious; reduces circumstance penalty by 2.

Overdose: Suppression of respiration resulting in death.

Surgeon's Kit: Typically stored in a leather satchel or carrying bag, a surgeon's kit contains herbs, poultices needles and thread, bandages of varying sizes and thickness, tweezers and other, small instruments. In the hands of an unskilled healer, it functions exactly as a healer's kit (see *Core Rulebook I,* pg. 110) except that it will be exhausted after a variable number of uses instead of ten. Each kit is purchased with a certain number of units usable for surgery and healing. The basic kit holds 50 units, but ones that hold 100 and 250 are available in larger cities. Using the surgeon's kit to aid the Heal skill, as a healer's kit, uses up one unit of resources.

Surgeon's Tools: To the untrained eye this leather pack of tools would look more appropriate in the hands of a carpenter. Complete with bone saws, hammers, chisels, scissors, and a variety of cutting tools, surgeon's tools are useless in the hands of someone that lacks the knowledge and skill to use them properly. Surgeon's tools vary in quality, from low-grade tin and iron to much better steel, or even silver tools. The higher quality tools are necessary in order to perform complex surgical procedures.

> "Good surgical technique requires that the conscious patient be properly restrained. Writhing and squirming are incompatible with precision. Strong five-point leather restraints are effective, but often not sufficient. Tincture of opium will make the patient drowsy, but doses sufficient to stop the patient from moving usually stops the patient from breathing as well. With luck, the patient will pass out from the shock and pain, then the real work can begin."
>
> *~Lecture from Ship's Surgeon Philip Bryce to his apprentice.*



Weapons

There are three classes of gunpowder weapons. One is a personal firearm, such as the musket and the pistol. The second class covers grenade-like weapons such as the bomb and smokebomb. The third class includes large weapons more appropriate for siege warfare or ship battles. All three classes are treated as having sufficient magical enchantment to deal full damage to their targets.

To effectively use any personal firearms, the Exotic Weapon Proficiency (Firearms) is required. Although you can attack with them at –4 penalty even without the Proficiency, you cannot reload any personal firearms without it. While there are scattered unique creations made by skilled blacksmiths, the only two commonly known personal firearms in the current time period are the musket and the pistol. Use the appropriate statistics given on page 162-3 of *Core Rulebook II* for these weapons. Additionally, a result of 1 on the attack roll causes a misfire which damages the wielder (roll weapon damage and take half of this rounded down), as well as having a chance to permanently damage the weapon (Fortitude save, DC 15). The expense and unreliability of the weapons means that they are rarely used in large numbers; however, it is not uncommon for military leaders and ship captains to wield a pistol.

The use and effect of grenade-like weapons is described on page 163 of *Core Rulebook II.* These devices are cruder than the personal firearms, but many intruders have regretted their rashness when trapped in a dead-end corridor with bombs dropping through murder holes in the ceiling. Only their expense has prevented widespread use of these simple weapons.

Cannons require crews, who must have ranks in Profession (artillerist) to fire and reload them. See Table 4-5: Ship Armaments, for details on crewing cannons. The attack bonus is equal to the highest number of ranks among the crew. Great cannons can

Table 6-5: Surgical Equipment

Item	Cost	Weight
Emetic, 10 doses	20 gp	-
Ether, 20 doses	150 gp	1 lb.
Healing Poultice, 5 doses	50 gp	1 lb.
Kala Root, 50 doses	110 gp	-
Scopal Leaves, 20 doses	60 gp	-
Surgeon's Kit (50)	250 gp	5 lb.
Surgeon's Kit (100)	500 gp	10 lb.
Surgeon's Kit (250)	1,000 gp	20 lb.
Surgeon's Tools, low quality	300 gp	5 lb.
Surgeon's Tools, medium quality	500 gp	4 lb.
Surgeon's Tools, masterwork	1,000 gp	3 lb.
Tincture of Opium, 10 doses	100 gp	-

Table 6-3: Nautical Equipment

Item	Cost	Weight
Anchor, Heavy	350 gp	400 lb.
Anchor, Light	100 gp	150 lb.
Astrolabe*	85 gp	4 lb.
Bilge Pump, One-Manned	200 gp	30 lb.
Bilge Pump, Two-Manned	300 gp	75 lb.
Binnacle	800 gp	50 lb.
Boatswain's Whistle	150 gp	-
Captain's Log	20 gp	3 lb.
Captain's Speaking Trumpet	4 gp	2 lb.
Charting Tools	15 gp	1 lb.
Charting Tools, Masterwork	50 gp	1 lb.
Compass	500 gp	12 lb.
Ditty Bag	2 gp	2 lb.
Diving Grease	5 gp	3 lb.
Goggles / Mask, leather	15 gp	1 lb.
Goggles / Mask, rubber	40 gp	1 lb.
Log line	8 gp	15 lb.
Map / Chart	variable	-
Oar	2 gp	10 lb.
Rations, Sea (100)	30 gp	400 lb.
Sail, Great Lateen	30 gp	45 lb.
Sail, Great Square	25 gp	90 lb.
Sail, Large Lateen	20 gp	35 lb.
Sail, Large Square	15 gp	70 lb.
Sail, Medium Square	10 gp	50 lb.
Sail, Small Lateen	10 gp	15 lb.
Sail, Small Square	5 gp	25 lb.
Sextant**	500 gp	3 lb.
Ship Repair Material	10 gp	100 lb.
Ship's Bell	25 gp	12 lb.
Spyglass	1,000 gp	1 lb.
Telescope	2,000 gp	1 lb.
Timepiece	3,000 gp	2 lb.
Water Odometer	550 gp	18 lb.
Weather Glass	750 gp	1 lb
Wetsuit, leather	1,500 gp	40 lb.
Wetsuit, rubber	3,000 gp	25 lb.

* Same for Back-staff and Cross-staff

** Same for Quadrant and Octant

only be used on land, and only the largest ships can support large cannon.

Cannon are likely to be the most common use of gunpowder in worlds with this technology. There are numerous different types of cannons, but the primary difference between them is their size. A larger cannon will generally propel a larger projectile, with a corresponding increase in damage.

Cannons firing solid shot make a straight attack roll (1d20) with no modifications for character base attack bonus or ability modifiers, except the number of ranks in Artillerist skill of the most skilled member of the cannon crew. Range and target movement are figured in normally. The effect of the size modifier is enhanced, in that for the cannon's to-hit roll every mobile creature is considered two sizes smaller; but physical armor does not improve a target's AC against cannons. Magical armor does improve the AC of a target to cannon fire but only to the extent of the magical bonus (so +3 leather armor and +3 platemail are of equal effectiveness in this regard). In short, only Dexterity, Dodge, Deflection and Enhancement bonuses are effective against cannon.

Solid cannon shot does not stop once it hits or misses a target, unless it strikes a large enough obstacle (stop target in table below). After the first attack (the primary target), the cannonball will continue bouncing for 1 more range increment (but no more than the maximum range of 20 increments), with the potential to hit any target in its path.

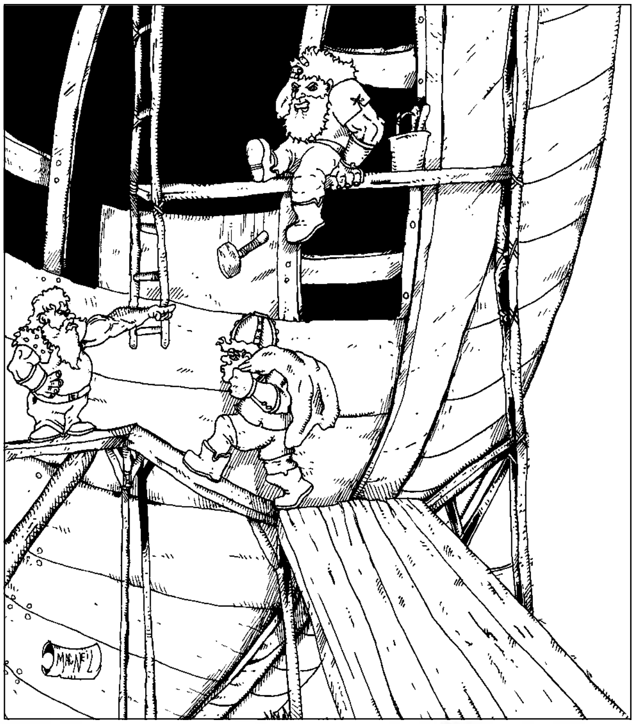


Table 6-4: Ships & Armaments

Item	Cost
Ballista	500 gp
Barque	8,000 gp
Brigantine	24,000 gp
Caravel	36,000 gp
Catapult, heavy	800 gp
Catapult, light	550 gp
Catarina Carrack	70,000 gp
Cog	30,000 gp
Diving Bell	4,000 gp
Drakkar	37,500 gp
Dreadnaught	100,000 gp
Dwarven Knorr	23,000 gp
Dwarven Skaid	65,000 gp
Elven Assault Ship	52,000 gp
Elven Man-o-War	72,000 gp
Frigate	50,000 gp
Fishing Boat	3,500 gp
Fusta	28,000 gp
Galleass	60,000 gp
Galleon	75,000 gp
Galley	33,000 gp
Gnomish Paddlewheel	95,000 gp
Gnomish Trade Fluit	80,000 gp
Golden Eagle	118,000 gp
Grain Ship	52,000 gp
Great Galley	56,000 gp
Keelboat	11,000 gp
Ketch	18,000 gp
Large Carrack	55,000 gp
Longboat	4,000 gp
Longship	6,000 gp
Man-of-War	70,000 gp
Merchantman	85,000 gp
Nemi Galley	105,000 gp
Orcish Dromon	120,000 gp
Pinnace	16,000 gp
Polacre	15,000 gp
Ram, great	5,000 gp
Ram, Ship	2,000 gp
Round Ship	31,000 gp
Rowboat	50 gp
Royal Galleon	105,000 gp
Sail Boat	2,500 gp
Sea Devil	175,000 gp
Silverfish	21,000 gp
Sky Chariot	35,000 gp
Small Carrack	45,000 gp
Tower, Ship	1,000 gp
Warship	30,000 gp
Xebec	60,000 gp
Yacht	14,000 gp

Chapter 7: Feats

Table 7-1: Feats

General Feats	**Prerequisite**
Amphibian	Constitution 19+, Deep Diving and Endurance feats
Captaining	Sailing skill (8 ranks)
Deep Diving	Constitution 10+, Swimming skill
Flyer	Profession (pilot) or Profession (sailor) skill
Graceful Diver	Swimming skill
Handler	Handle Animal skill
High Flyer	Constitution 12+
Impale	Power Attack feat
Improved Retain	Intelligence 13+, Epertise, Retain
Jack Tar	Dexterity 12+
Kick up	Dexterity 10+
Naval Discipline	Leadership, Captaining
Naval Expertise	Captaining, Naval Tactics
Naval Strategy	Captaining, Naval Tactics
Naval Tactics	Captaining
Quickload	Proficiency in musket or pistol
Retain	Intelligence 13+, Expertise
Sailrider	Dexterity 10+
Take'm Alive	-
Water Combat	Dexterity 9+, Swimming skill
Metamagic	
Submerged Spell	-

Amphibian [General]

You have gained the ability to breathe water as if you were breathing air.

Prerequisites: Con 19+, Deep Diving and Endurance feats

Benefit: This feat allows you to survive underwater as an amphibious creature. You can breathe the water without the need to surface to breathe air. Making the transition from breathing air to breathing water (and back from breathing water to breathing air) is difficult and requires one full minute during which no other actions can be taken.

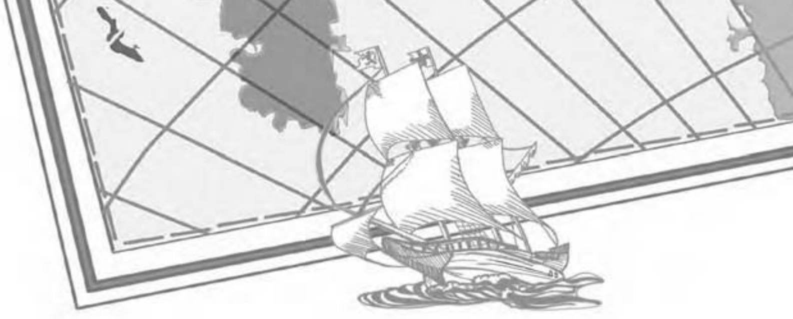
Note that the water must hold oxygen (as all normal bodies of water do). In substances other than water that present a danger of drowning, or in liquids that do not contain dissolved oxygen, normal drowning rules apply. This is considered an extraordinary ability.

Captaining [General]

You can effectively lead your crew in their day-to-day activities.

Prerequisites: Sailing skill (8 ranks)

Benefit: When you have the Captaining feat, any crew under your command gains a +2 circumstance bonus to all skill checks that are needed to run the ship (Navigation, Pilot, and Sailor).



Deep Diving [General]

You can hold your breath for long periods of time.

Prerequisites: Constitution 10+, Swimming skill

Benefit: This feat represents physical training in holding one's breath for extended periods of time, and is usually used to allow divers to stay underwater longer. The amount of time you can hold your breath is doubled (to a number of rounds equal to four times your Constitution score). Also, when Constitution checks become necessary to avoid drowning you make them at a bonus of +2.

Normal: See *Core Rulebook II.*

Flyer [General]

With this feat you are skilled in sailing and piloting a flying ship.

Prerequisites: Profession (pilot) skill or Profession (sailor) skill

Benefit: You have learned the additional skills necessary to pilot or to function as a sailor on a flying ship without incurring any penalty. Therefore, you make skill checks in pilot or sailor without penalty, as if you were aboard a normal vessel.

Normal: There is a -6 penalty to all piloting and sailing skill checks made aboard flying ships.

Graceful Diver [General]

You can fall into water with minimal risk.

Prerequisites: Swimming skill

Benefit: You can fall into water and take no damage, regardless of the distance fallen. The water you fall in to must be at least 10 feet deep for every 50 feet fallen. If the water is 30 feet deep or deeper you can dive into it safely from any height.

Normal: See *Core Rulebook II.*

Handler [General]

With this feat you can act as a handler for the mounts of a flying ship.

Prerequisites: Handle Animal skill

Benefit: You may control a flying ship's mounts for purposes of attack and for movements (including if the ship is "sinking")

Special: If you have Animal Empathy you get a +4 bonus to all skill checks related to the mounts.

High Flyer [General]

You can survive comfortably at high altitude.

Prerequisites: Constitution 12+

Benefit: You have trained yourself physically so that you can withstand high altitudes without suffering ill effects. You will be able to climb to 15,000 ft. as if you were already acclimated to this altitude. In addition, you make all saving throws to avoid the effects of high altitude with a +2 enhancement bonus.

Normal: Ordinary creatures are acclimated only to 5,000 ft. and will begin to suffer ill effects at higher altitudes. See Altitude.

Impale [General]

You can deliver a vicious attack with a piercing weapon while charging.

Prerequisites: Power Attack feat

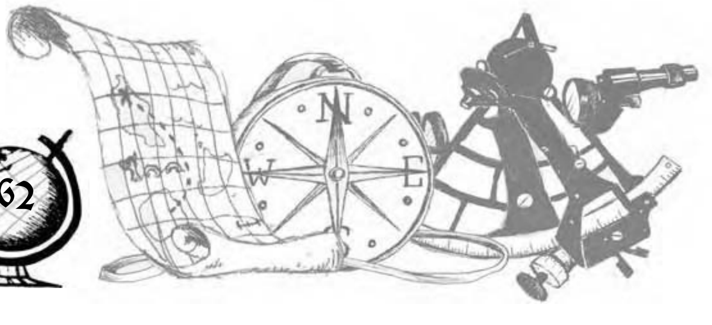
Benefit: This feat allows you to do double damage while charging with any piercing weapon that can be set to receive a charge.

Improved Retain [Fighter, General]

You are a master at maintaining control of your weapons.

Prerequisites: Int 13+, Expertise, Retain.

Benefit: As Retain, but you gain a +4 bonus. This bonus replaces, and does not stack with, the +2 bonus of the Retain feat. Like Retain, it does stack with the bonuses to your opposed attack roll from the Weapon Focus and Weapon Finesse feats, if applicable.



Jack Tar [General]

You have an uncanny ability to keep your balance while on board a ship.

Prerequisites: Dexterity 12+

Benefit: You receive a +2 bonus to all Balance and Sea Legs checks made while on board a ship. In addition, you never become seasick no matter how bad the ocean conditions are.

Special: You may only take this feat as a 1st-level character.

Kick Up [General]

You can kick a weapon up off the ground and into your hand.

Prerequisites: Dexterity 10+

Benefit: As a free action, you may perform a kick up. You may perform a kick up on any weapon of your size category or smaller that is within 5 ft. of you. This action does not provoke an attack of opportunity.

Normal: Picking a weapon up off the ground is a Move-Equivalent action that provokes an attack of opportunity.

Naval Discipline [General]

You inspire your crew to push the performance of the craft you command past its normal and practical limits; they will do anything for you or die trying.

Prerequisite: Leadership, Captaining.

Benefit: Through discipline and inspiration you can coax your crew to work 24 hours a day, instead of the usual 12 hours per day for a single shift crew. This essentially doubles the distance your ship can travel over time. Also, during combat your crew can complete crew actions one round quicker than normal, to a minimum of 1 round for any action (see Table 4-1).

Naval Expertise [General]

You can judge more quickly than most commanders what the enemy commander is likely to do.

Prerequisite: Captaining, Naval Tactics.

Benefit: The ship you are in command of gets a +4 bonus on initiative rolls made as part of a naval combat. You must be on deck, conscious, and in command of the ship in question to qualify for this bonus.

Naval Strategy [General]

Your crew unquestioningly trusts in your judgment as commander.

Prerequisite: Captaining, Naval Tactics.

Benefit: Your crew gets to add your Intelligence modifier to all Profession: (Sailor) checks they make under any circumstances. You must be on deck,

conscious, and in command. This bonus stacks with that derived from Naval Tactics.

NAVAL TACTICS [General]

Your presence as commander makes men forget how dangerous combat is, even when surrounded by blood and smoke.

Prerequisite: Captaining

Benefit: Your crew gets to add your Charisma modifier to all Profession (Sailor) and Profession (Artillerist) checks they make under any circumstances. You must be on deck, conscious, and in command.

QUICKLOAD [General]

You can load a pistol or musket quicker than normal.

Prerequisites: Proficiency in the musket or pistol.

Benefit: This feat allows you to load a pistol or musket as a move equivalent action that provokes an attack of opportunity, allowing you to load and fire in the same round.

Normal: Loading a pistol or musket is a standard action that provokes an attack of opportunity.

RETAIN [Fighter, General]

It is more difficult than normal to disarm you or sunder your weapons.

Prerequisites: Int 13+, Expertise.

Benefit: When an opponent attempts to disarm you or sunder your weapon, you get a +2 bonus to your opposed attack roll to retain your weapon. This bonus never applies when you are attempting to do these things to your opponent, or to any attacks of opportunity you make. This bonus stacks with whatever bonuses you receive to your opposed attack roll from the Weapon Focus or Weapon Finesse feats.

SAILRIDER [General]

You are able to slow your fall by sticking a blade into a sail and riding it down.

Prerequisites: Dex 10+

Benefit: If you fall while you have a blade in hand or easily accessible and are in the rigging of a ship with sails up, you can make a Reflex save (DC 1) to slow your descent by sticking your blade into the sail. If successful, you will take no damage, but whatever damage you would have taken is transferred to the sail. Alternatively, if you perform this maneuver on purpose success is automatic.

SUBMERGED SPELL [Metamagic]

You can cast a spell that functions perfectly underwater.

Benefit: A submerged spell will function underwater exactly as it would on land, regardless of the effects of the spell. Even fire spells and other elemental effects that would normally not function underwater will remain unchanged. A submerged spell uses up a spell slot one level higher than the spell's actual level.

Normal: See Chapter 5: Underwater Adventuring.

TAKE'M ALIVE [General]

You can cause subdual damage with any weapon without penalty.

Benefit: You have trained yourself to fight non-lethally. You may use any weapon to strike a target for subdual damage without penalty.

Normal: Doing subdual damage with a normal weapon imposes a –4 penalty to hit.

WATER COMBAT [General]

You are able to function effectively in combat underwater.

Prerequisites: Dex 9+, Swimming skill

Benefit: In combat underwater you can move and attack normally with a piercing weapon. You may also attack with a thrusting or bludgeoning weapon, but incur the –2 penalty to hit and damage normally associated with thrusting weapons.

"I've spent years becoming the best captain I could be. Rather a fair ship and a great captain than a fair captain and a great ship any day."

~ "Fancy" Paul Durand, Pirate

Chapter 8:
Prestige Classes

Harpooneer

Dedicated to a life of hunting on the open ocean, Harpooneers are a rare breed. The harpoon is a deadly weapon similar to a spear but with a large barb that comes off the back of the head, making a sort of hook and a tow-line attached to the butt. Used typically to haul in large animals, such as swordfish and sharks, the Harpooneer has learned to make this vicious weapon especially deadly against the monstrous denizens of the oceans. Much like the dragon and giant slayers of the inlands, Harpooneers are the bane of aquatic big game. Whales, kraken, sea turtles, and other, larger-than-life prey are the typical fare for a Harpooneer.

Harpooneers are almost always barbarians, fighters, or rangers, but it is not totally unheard of for an ocean borne paladin to take up this mantle. Members of almost any other class would have to go quite far from their normal training to be able to become a Harpooneer.

Hit Die: d12.

Requirements

To qualify to become a Harpooneer, a character must fulfill the following criteria:

Base attack bonus: +6

Feats: Great Fortitude, Exotic Weapon Proficiency: Harpoon, Weapon Focus: Harpoon.

Race: Any but elf, gnome, halfling, or khesta.

Swim: 5 ranks.

Class Skills

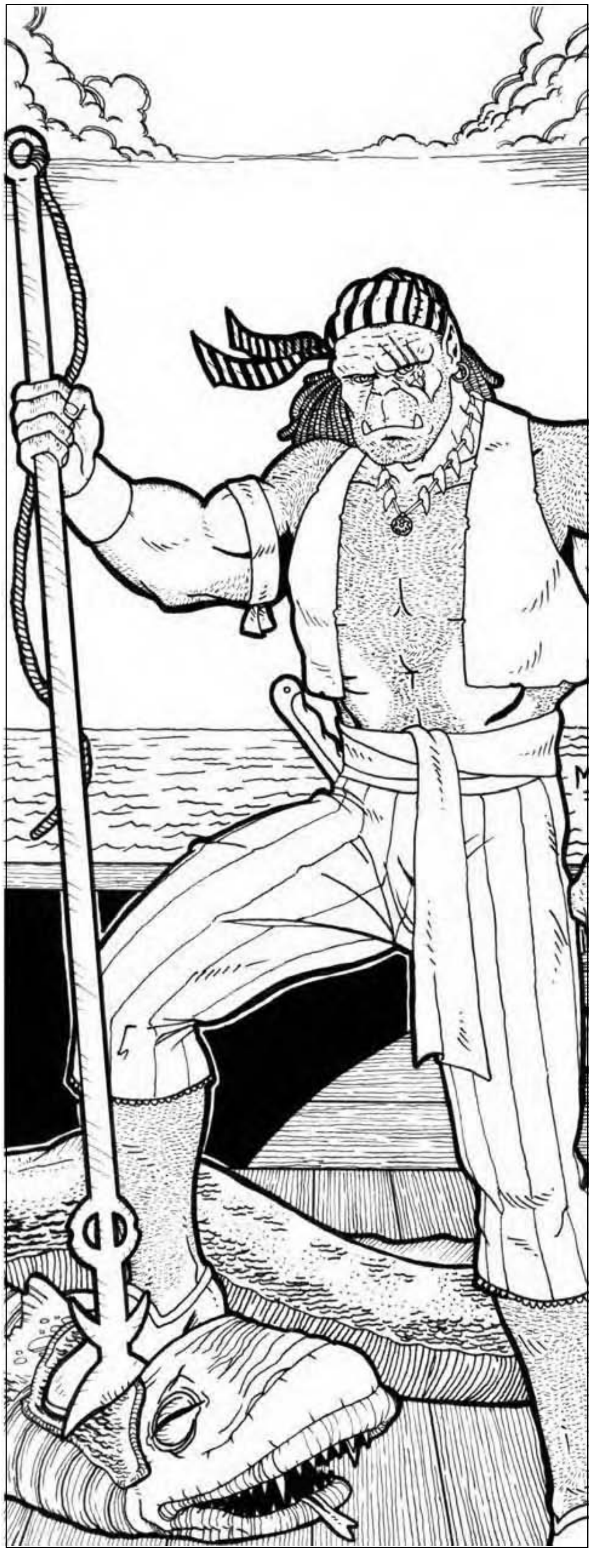
The Harpooneer class skills are Balance (Dex), Escape Artist (Dex), Intimidate (Cha), Intuit Direction (Wis), Jump (Str), Knowledge (Nature) (Int), Sea Legs (Dex), Swim (Str) and Use Rope (Dex).

Skill points at each additional level: 2 + Int modifier.

Class Features

All of the following are class features of the Harpooneer prestige class.

Weapon and Armor Proficiency: Harpooneers are proficient with all simple and martial weapons and light armor.



Aquatic Scourge: The Harpooneer gets a +1 damage bonus against sea creatures of Huge size or greater for each class level.

Withdraw: Beginning at 2nd level, a harpooneer knows how to jab (or throw) their harpoon into creatures in such a way that maximizes damage inflicted by its barbs on the way out. Withdrawing the harpoon is a standard action, automatically hitting and not provoking an attack of opportunity. The withdraw will inflict damage equal to the damage the harpoon inflicted on the way in, plus the extra Withdraw damage. The damage bonus is 2d6 at 2nd level, and increases to 3d6 at 4th, 4d6 at 7th and 5d6 at 9th level.

Retrieve Victim: Beginning at 3rd level, a harpooneer who strikes a creature that has swallowed a victim whole is guaranteed to not accidentally hit the swallowed victim.

Deep Diver: At 4th level, the harpooneer receives Deep Diver as a bonus feat.

Cut Your Way Out: Beginning at 5th level, a harpooneer inflicts double damage on any creature that has swallowed them whole, and may ignore restrictions about how large or small their weapon must be to inflict such damage from within.

Close-Quarter Fighting: At 6th level, the harpooneer receives Close-Quarter Fighting as a bonus feat.

Fearless Hunter: Beginning at 7th level, harpooneers are immune to the Frightful Presence of any sea creatures.

Sixth Sense: Beginning at 8th level, a harpooneer can never be caught "flat-footed" by a sea creature, unless they are already unconscious or helpless.

Hunter's Mercy: Upon attaining 10th level, a harpooneer may imbue their harpoon with the ability to slay the next aquatic subtype creature it wounds. It takes an entire day for the harpoon to be properly imbued, and once this is done the special harpoon will retain its slaying ability for up to one year. This special ability of the harpoon will only function for the harpooneer that created it, and they may only have one such harpoon created at any one time. The next creature that is wounded by the harpoon must make a Fortitude save (DC 20) or die instantly. This is a supernatural ability.

Table 8-1: The Harpooneer

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1st	+1	+2	+0	+0	Aquatic Scourge
2nd	+2	+3	+0	+0	Withdraw +2d6
3rd	+3	+3	+1	+1	Retrieve Victim
4th	+4	+4	+1	+1	Withdraw +3d6, Deep Diver
5th	+5	+4	+1	+1	Cut Your Way Out
6th	+6	+5	+2	+2	Close-Quarter Fighting
7th	+7	+5	+2	+2	Withdraw +4d6, Fearless Hunter
8th	+8	+6	+2	+2	Sixth Sense
9th	+9	+6	+3	+3	Withdraw +5d6
10th	+10	+7	+3	+3	Hunter's Mercy

> "I thought we were lost when that thing came up out of the water; three heads, all breathing some sort of poison gas, about two-dozen tentacles ripping the other men off the deck, huge razor-sharp claws tearing away at our hull... that is until Cain got involved. Two stabs was all it took, and the big thing sank down into the depths. Sure he's not much of a sailor, eats twice as much as he should and generally gets in the way most of the time, but I wouldn't trade him for all the expert sailors in the navy."
>
> *~ Antonio DeWinter, Master Gunner of The Raptor*

Marine

Marines are soldiers dedicated to service aboard ships. They spend their time perfecting their skills to help them in any situation on or in the water. Most ships in a successful navy have a number of squads of crack marine troops aboard, ready to launch into combat at a moment's notice. In the private sector, many captains seek out marines to serve on board merchant vessels, and sometimes pirate ships, to increase the general effectiveness of the crew in combat situations.

Fighters, paladins and barbarians are the obvious candidates to become marines, but combat-minded rangers, rogues and clerics sometimes give up the finer points of their previous careers to focus on the martial. Druids and bards almost never become marines, instead utilizing their existing abilities in naval conflicts.

Hit Die: d10.

Requirements

To qualify to become a Marine, a character must fulfill all of the following criteria.

Base Attack Bonus: +4

Feats: Weapon Focus (any piercing weapon), Skill Focus (Balance, Climb, Sea Legs, or Swim)

Sea Legs: 6 ranks

Special: Must serve on board a naval vessel for at least six months.

Class Skills

The Marine's class skills (and the key ability for each skill) are Balance (Dex), Climb (Str), Intimidate (Cha), Intuit Direction (Wis), Jump (Str), Sea Legs (Dex), Spot (Wis), Swim (Str), Tumble (Dex), Use Rope (Dex).

Skill points at each additional level: 2 + Int modifier.

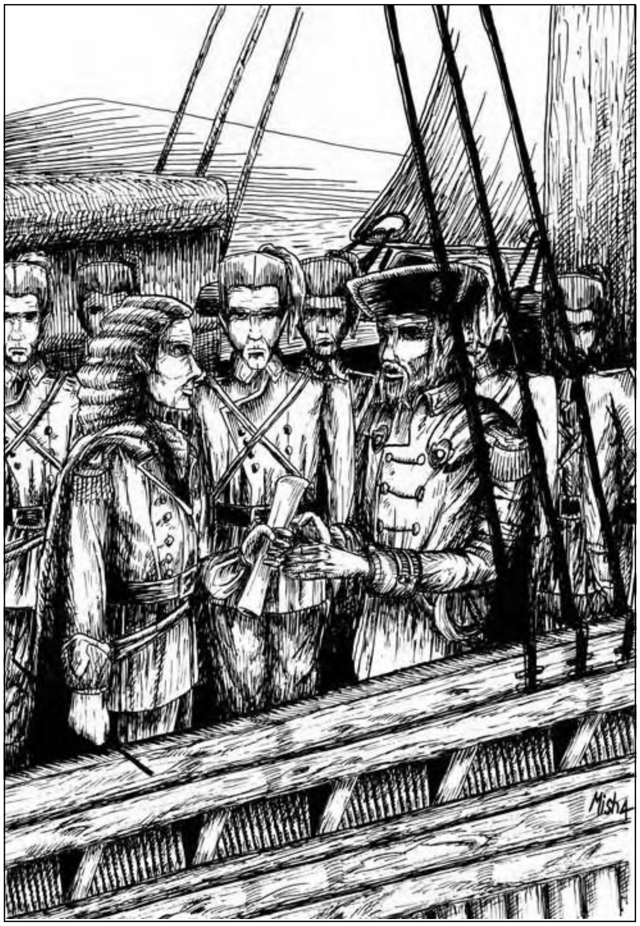
Class Features

All of the following are class features of the Marine prestige class.

Weapon and Armor Proficiency: Marines are proficient in any simple or martial weapon, shield, as well as light and medium armor.

Weapon Specialization: Marines may take Weapon Specialization, as per the Fighter class feature. They are able to take this feat at 3rd level.

Strong Swimming: Marines are able to swim carrying much more gear than the typical person. Beginning at 1st level, marines may ignore 5 pounds of equipment per class level as it applies to their



Swimming skill check penalty. Therefore, at 10th level, marines may ignore up to 50 pounds of equipment.

Bonus Feats: Marines receive bonus feats at 3rd, 6th, and 9th level. These bonus feats must be chosen from the following list: Ambidexterity, Combat Reflexes, Deep Diving, Dodge (Mobility Spring Attack), Exotic Weapon Proficiency, Expertise (Improved Disarm, Improved Trip, Whirlwind Attack), Graceful Diver, Improved Critical, Improved Initiative, Improved Unarmed Strike, Kick Up, Power Attack (Cleave, Impale, Improved Bull Rush, Sunder, Great Cleave), Quick Draw, Quickload, Sailrider, Two-Weapon Fighting (Improved Two-Weapon Fighting), Water Combat, Weapon Finesse, Weapon Specialization.

Swimming Charge: At 5th level, a marine has learned to propel themselves through the water and directly into combat. With a successful Swim skill check, a marine may move one-half their speed and attack, as per a charge. The normal +2 to bonus to hit for charging applies as well.

Veteran's Glory: At 10th level, a marine has served so long that they have toughened themselves to stay alive longer in combat. When on land, this feature grants the marine Damage Reduction (3/-). When on board a ship or underwater, it doubles to Damage Reduction (6/-). This is an extraordinary ability.

Table 8-2: Marine

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1st	+1	+2	+2	+0	Strong Swimming
2nd	+2	+3	+3	+1	
3rd	+3	+3	+3	+1	Bonus Feat
4th	+4	+4	+4	+1	
5th	+5	+4	+4	+2	Swimming Charge
6th	+6	+5	+5	+2	Bonus Feat
7th	+7	+5	+5	+2	
8th	+8	+6	+6	+3	
9th	+9	+6	+6	+3	Bonus Feat
10th	+10	+7	+7	+3	Veteran's Glory

"It's our twenty marines against their seventy orcs. I think we should only send twelve; that'll make it a fair fight and we don't want the lads thinking this is easy."

~ *Admiral Reginald Mandrake, Imperial Navy*

OCEANIC SENTINEL

As the world's navies became more powerful, the presence of arcane spellcasters grew to be a staple of any combat-ready crew. Because ships seemed unusually vulnerable to magical attacks, abjurers became much more concerned about protecting the vessels they traveled on than the individuals on board. Some rare wizards and sorcerers developed the ability to cast their spells upon ships as if they were people. These rare casters eventually mastered their abilities, and were able to pass on their skills to other willing students. Thus the Sentinels were born.

Oceanic Sentinels are rare, and thus an extraordinary asset to the ship they choose to serve on. They are often paid up to ten times the amount of a normal crewman for a given journey, which often causes some resentment among the crew. The officers, though, recognize just what kind of security a Sentinel provides, and thus are more than willing to pay just about any price.

Sentinels choose their commissions carefully, as it takes many days to attune themselves to a particular ship, and only a ship they are attuned to can benefit from their magic. Some Sentinels spend their entire careers protecting a single vessel, while others will hop from ship to ship with the passing of each season. Sentinels are most common in military hierarchies, as life in the Navy suits their talents perfectly. Others will be in the service of a particular captain or mercantile collection. Independent Sentinels are not unheard of, but are viewed as mercenaries of the worst sort, preying on overcautious captains for exorbitant fees for even the most pedestrian of journeys.

Seafaring wizards are the most likely to become Oceanic Sentinels, but sorcerers and bards who have a particular proclivity for abjuration magic can also join their ranks.

Hit Die: d6.

REQUIREMENTS

To qualify to become an Oceanic Sentinel a character must fulfill all of the following criteria.

Concentration: 6 ranks

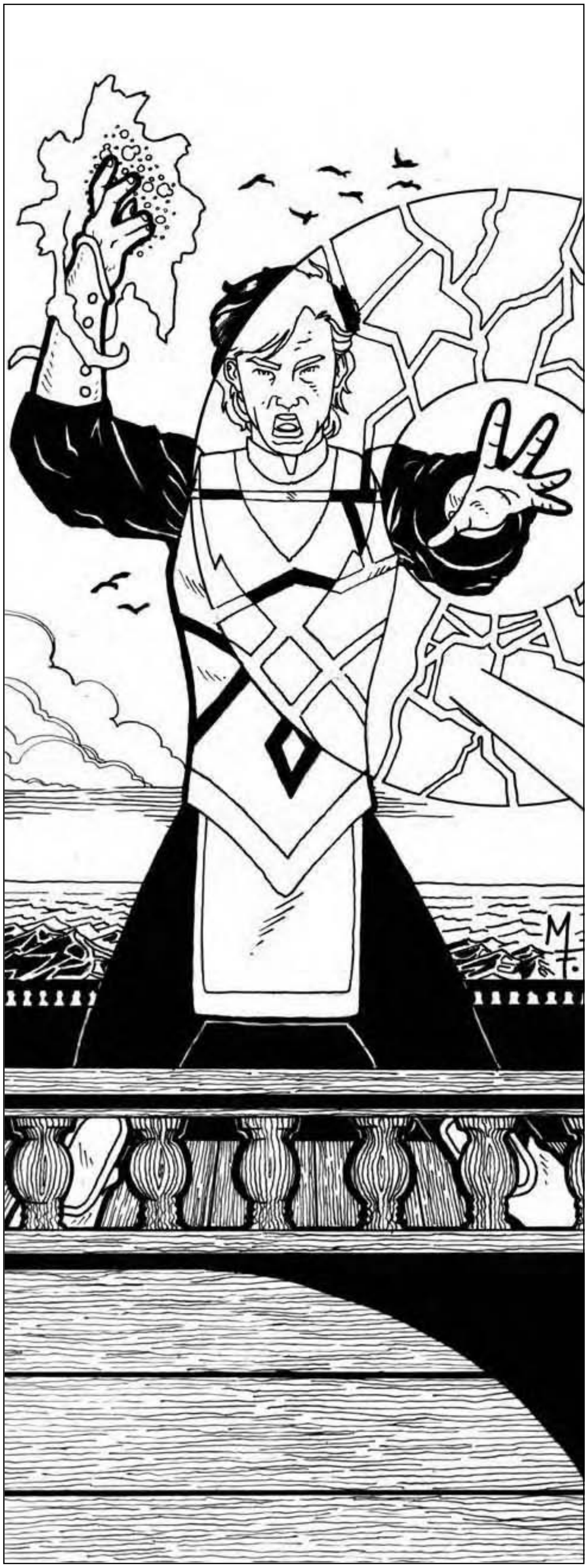
Knowledge (Arcana): 4 ranks

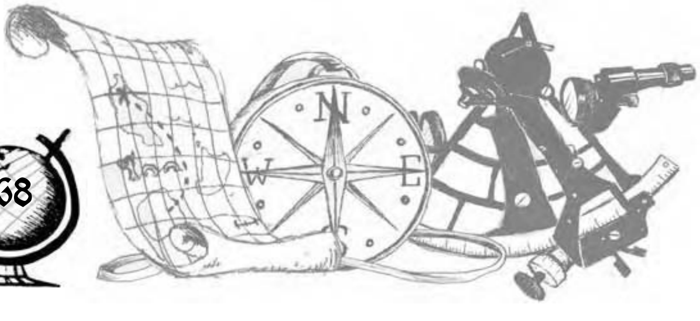
Profession (Sailor): 4 ranks

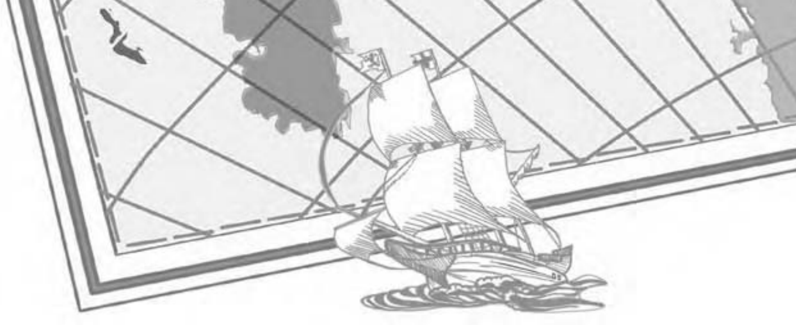
Spellcraft: 6 ranks

Feats: Enlarge Spell

Spellcasting: Able to cast 2nd level arcane spells. Also able to cast at least six abjuration spells (known if a bard or sorcerer, or have access to as a wizard).







CLASS SKILLS

The Oceanic Sentinel class skills (and the key ability for each skill) are Alchemy (Int), Balance (Dex), Concentration (Con), Knowledge (Arcana) (Int), Profession (Wis), Sea Legs (Dex), Scry (Int), Spellcraft (Int), and Swim (Str).

CLASS FEATURES

All of the following are class features of the Oceanic Sentinel prestige class.

Weapon and Armor Proficiency: Oceanic Sentinels gain no proficiency in any weapon or armor.

Attune Vessel: At 1st level, a Sentinel may attune themselves to a single ship or other ocean-going vessel. Attuning requires the Oceanic Sentinel to remain on board the ship for five days, during which they may cast no spells. The spell energy is channeled into the vessel, binding the Sentinel to it. All of the save DC's of spells cast by the Sentinel are increased by two if the Sentinel is casting from aboard the vessel to which she is attuned.

Arcane Guardian: Starting at 2nd level, an Oceanic Sentinel can treat the vessel they are attuned to as a living creature for the purposes of spell targeting. A ship may only have spells from the Oceanic Sentinel list cast upon it. If an Oceanic Sentinel knows a spell on the Oceanic Sentinel list from previous magical study, they may only cast the spell upon a ship if they can cast it as an Oceanic Sentinel.

Share Spirit: At 5th level, the Sentinel is able to bind himself so strongly to a ship that they may make saving throws against any spell targeted at the ship as if it were targeted against them. For example, a Sentinel may make a Reflex save against a *fireball* aimed at the ship. If it succeeds, the ship will take half damage. The Sentinel may also save against spells that affect inanimate objects, such as *warp wood,* as if the ship (or any part of it) were an object in their possession.

Share Body: At 7th level, the Sentinel is so in tune with thier ship that they may willingly sacrifice their own hit points to repair damage done to the ship. These repairs may be done to any part of the ship (sails, deck, hull, or armament), as long as that part has hit points remaining. A Sentinel cannot repair a part of the ship that has been reduced to 0 hit points. For each hit point a Sentinel sacrifices, the ship is repaired 5 points. A Sentinel cannot willingly go below 1 hit point through the use of this ability. This is a supernatural ability, and requires a full-round action.

Touch of the Sentinel: At 10th level, an Oceanic Sentinel may make the ship they are attuned to impervious to all damage for one minute, three times per day. Use of this power is extraordinarily draining, and requires a Will save (DC 25) to remain conscious. Failure causes the Sentinel to fall unconscious for 1d4 hours. This is a supernatural ability, and is a standard action to use.

Spells Known: Beginning at 1st level, the Oceanic Sentinel gains the ability to cast additional arcane spells. These spells function exactly like a wizard's do (Intelligence based and have to be prepared).

At 1st level the Oceanic Sentinel learns two spells from the Oceanic Sentinel 1st-level spell list. They learn two new Oceanic Sentinel spells of any spell level they can cast at each new Oceanic Sentinel level thereafter.

Oceanic Sentinel Spells

1st Level – *endure elements, entropic shield, invisibility to animals, invisibility to undead, expeditious retreat, protection from chaos/evil/good/law, shield*

2nd Level – *blur, obscure object, protection from arrows, resist elements, shield other*

3rd Level – *cure light wounds, invisibility purge, magic circle against chaos/evil/good/law, nondetection, protection from elements*

4th Level – *cure moderate wounds, fire shield, invisibility, repel vermin, spell immunity, stoneskin*

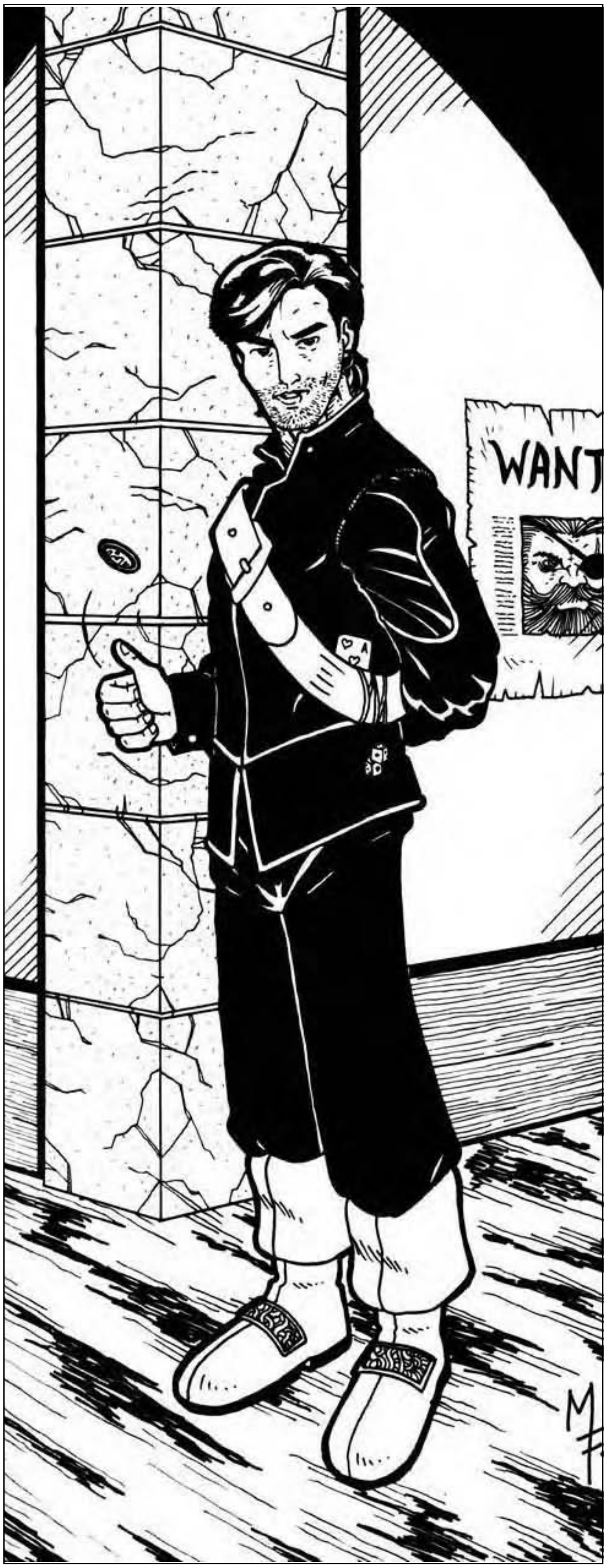
5th Level – *cure serious wounds, displacement, harden, ethereal jaunt, false vision, spell resistance*

6th Level – *antimagic field, cure critical wounds, repulsion, right ship, spell turning*

Table 8-3: Oceanic Sentinel

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special	Spells per Day 1	2	3	4	5	6
1st	+0	+0	+0	+2	Attune Vessel	2	-	-	-	-	-
2nd	+1	+0	+0	+3	Arcane Guardian	3	0	-	-	-	-
3rd	+1	+1	+1	+3		3	1	-	-	-	-
4th	+2	+1	+1	+4		4	2	0	-	-	-
5th	+2	+1	+1	+4		4	3	1	-	-	-
6th	+3	+2	+2	+5	Share Spirit	4	4	2	0	-	-
7th	+3	+2	+2	+5		5	4	2	1	-	-
8th	+4	+2	+2	+6	Share Body	5	4	3	2	0	-
9th	+4	+3	+3	+6		5	4	4	3	1	-
10th	+5	+3	+3	+7	Touch of the Sentinel	5	5	4	4	2	0

PRIVATEER



The seas are full of merchant and military vessels, traveling back and forth between ports of call. Warring empires often afford an excellent opportunity for ship captains who are patriotic, but lack the discipline or desire to join the navy. The privateer is basically a legal pirate, striking at the ships of one empire with the permission of another.

Members of any class with the ability to captain a ship can become privateers. All you need is a ship and the desire to use it for the benefit of your home country (and a hearty amount of treasure for yourself is certainly a worthwhile fringe benefit). Privateers are usually allowed to keep any of the spoils from their attacks, paying a percentage back to the rulers of their home nation.

Privateers must first earn a Letter of Marque. This letter is signed by any noble and ratified by the sovereign of that nation. The letter states that the crown approves of the actions of the bearer and that no legal recourse can be taken against the bearer in their home nation. Of course, that letter means nothing to the authorities of a hostile power, and privateers from one nation often have large bounties placed upon their heads by the others. The enemy nation will pay upwards of 50,000 gold for some of the more famous privateers.

Hit Die: d8.

REQUIREMENTS

To qualify to become a privateer, a character must fulfill all of the following criteria.

Profession (Navigator): 8 ranks

Profession (Pilot): 8 ranks

Profession (Sailor): 6 ranks

Sea Legs: 6 ranks

Feats: Leadership

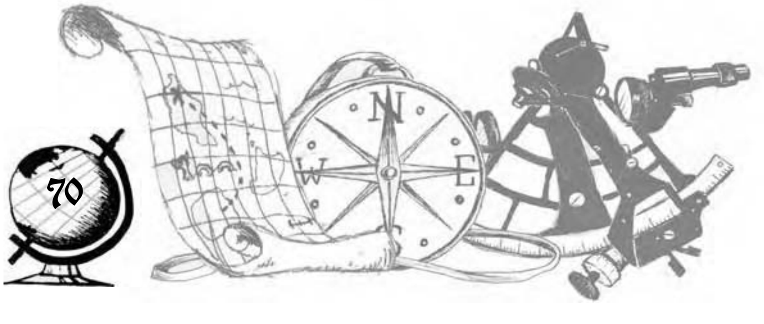
Special: Must own a ship capable of carrying at least 100 tons of cargo.

Special: Must have earned a Letter of Marque from any nation.

CLASS SKILLS

The privateer's class skills (and key abilities) are Appraise (Int), Balance (Dex), Bluff (Cha), Climb (Dex), Gather Information (Cha), Innuendo (Wis), Intuit Direction (Wis), Knowledge (geography) (Int), Profession (Wis), Sea Legs (Dex), Sense Motive (Wis), Spot (Wis), Swim (Str), and Use Rope (Dex).

Skill points at each level: 4 + Int modifier.



CLASS FEATURES

All of the following are class features of the Privateer prestige class.

Weapon and Armor Proficiency: Privateers are proficient with all simple and martial weapons and light armor.

Captain's Presence: A privateer gains a +4 Charisma bonus while on his own ship.

Enemy Nation: Privateers choose an enemy nation upon receiving their Letter of Marque. The letter specifically allows acts of piracy upon the ships of that nation and their native merchants.

Trade Intuition: At 3rd level, a privateer begins to learn the patterns of trade across the oceans. Upon seeing a ship flying the flag of a merchant, the privateer may make an Intelligence check (DC 12) to ascertain the likely contents of the ship based on which company it belongs to, where along the trade routes it is, and which direction it is heading. This will only reveal the *likely* contents of the cargo hold, not any special cargo it may be carrying or lack thereof. For example, upon seeing a House Catapano ship 15 days out of Lechondufay heading east, a privateer may ascertain that it is bearing a full load of sugar from the colonies because of that particular merchant house's patterns. If it were, instead, carrying a hold full of ogre slaves to be sold at a secret location, the privateer would have no way of guessing this.

Ruthless Efficiency: At 5th level, a privateer has learned how to make their crew work so well under their command, that an Adequate crew will function as an Optimal crew. At 9th level, this also allows them to command a Skeleton crew so they function as an Adequate crew.

Naval Intuition: At 6th level, a privateer begins to recognize the patterns of their enemy nation and their navy. Upon seeing any ship flying the colors of their enemy nation, the privateer may make an Intelligence check (DC 12) to ascertain the likely armaments, crew compliment, troop compliment and cargo simply based on the class of the ship, its location on the sea lanes and which direction it is heading. This will only reveal the *likely* configuration of the ship, not any special modifications or unusual complement of crew or military personnel.

Discerning Eye: At 9th level, a privateer can see when a ship may not be entirely ordinary. If a privateer scores a 16 or higher on their Intelligence check when using either Trade or Naval Intuition, they can sense if something is abnormal. They will not necessarily learn what is different, but they will know if the cargo, complement, or configuration of the ship is significantly different from the typical.

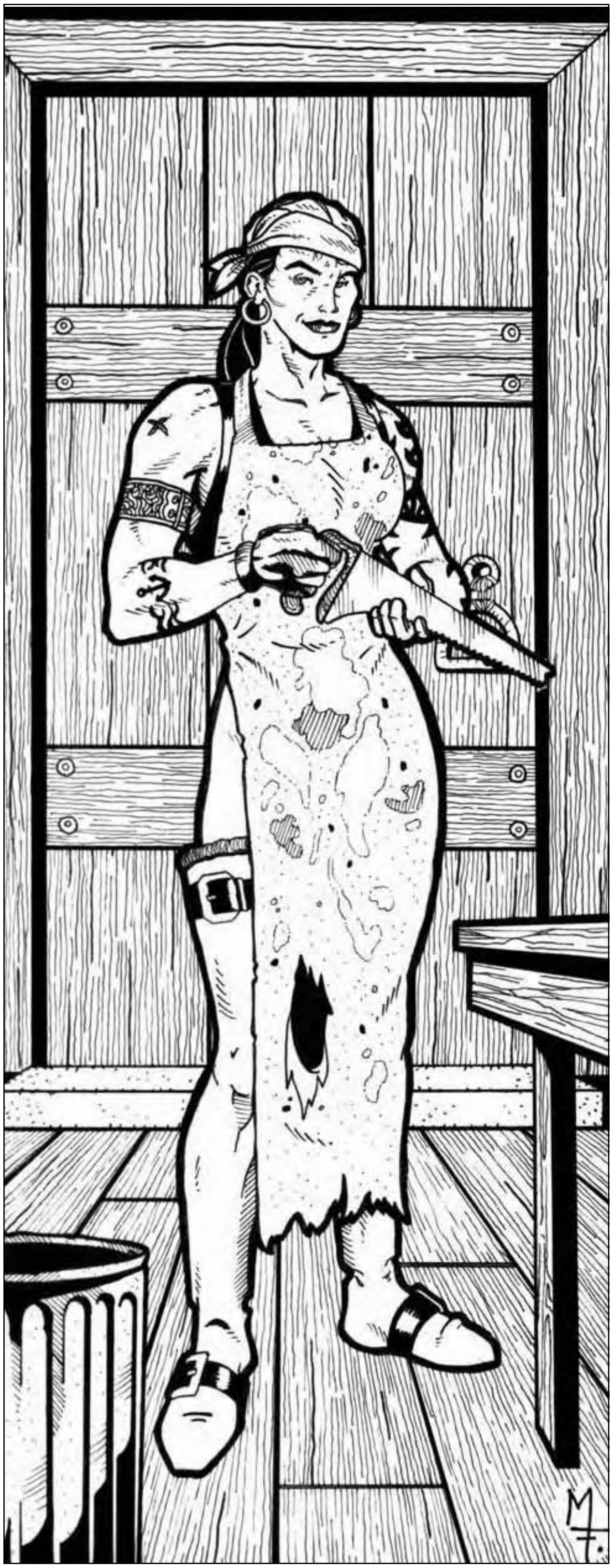
Fearsome Reputation: At 10th level, a privateer is so well known that enemy ships will be too afraid to fight. Upon seeing the privateer's colors, the captain of an enemy ship must make a Will save (DC 20) or immediately attempt to flee. If the privateer catches the fleeing ship, they will automatically surrender rather than fight. Captains of the nation granting the Letter of Marque are immune to this effect. Captains from the privateer's enemy nation have a -4 Circumstance penalty to their Will save against this effect.

Table 8-4: The Privateer

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1st	+0	+0	+2	+2	Captain's Presence, Enemy Nation
2nd	+1	+0	+3	+3	
3rd	+2	+1	+3	+3	Trade Intuition
4th	+3	+1	+4	+4	
5th	+3	+1	+4	+4	Ruthless Efficiency
6th	+4	+2	+5	+5	Naval Intuition
7th	+5	+2	+5	+5	
8th	+6	+2	+6	+6	
9th	+6	+3	+6	+6	Discerning Eye, Ruthless Efficiency
10th	+7	+3	+7	+7	Fearsome Reputation

> "If I simply attacked ships, I'd be arrested for piracy like a common criminal. I have a letter from the King, so I'm absolved of all guilt."
>
> ~ *Captain Donatello Duros*

SURGEON



Surgeons are experts at healing without magic. The rarity of priests and other healers who are willing to dedicate their life to the sea necessitated captains to find other sources of healing. Through the advances in alchemy and science, some academicians discovered methods to heal the wounded without use of magic. This option is expensive, but most captains have a lot more money than they do willing priests.

In order for the surgeon to work, they must have the proper equipment, a surgeon's kit and surgeon's tools. Most ship surgeons will also have an operating bay on board ship that is equipped with a surgical platform and places to store their equipment and supplies. The quality of the medication and equipment directly affects what kind of surgery the surgeon can perform, and all too often a surgeon is forced to administer sub-standard care to his patients for lack of suitable equipment. The medicines must be replenished or replaced every six months due to spoilage. The ocean air is very unkind to metal tools, so all but the highest quality equipment needs to be replaced after every shipping season, typically once per year. Equipment made from exotic materials (mithril, adamantium) may last longer, or even be impervious to the effects of the elements. See *Chapter 6: Nautical Equipment* for the full description of medical equipment and medication. Any class may become a surgeon to increase their healing abilities, although clerics and druids typically rely on their magical abilities instead of learning an expensive and time-consuming alternative.

Hit Die: d6.

REQUIREMENTS

To qualify to become a surgeon, a character must fulfill all of the following criteria.

Race: Any but Half-Orc

Heal: 5 ranks

Balance: 2 ranks

Knowledge (Anatomy): 3 ranks

Profession (Physician): 5 ranks

Special: The surgeon must have taken at least two voyages as an "apprentice" under another surgeon.

CLASS SKILLS

The Surgeon class skills (and the key ability for each skill) are Alchemy (Int), Balance (Dex), Concentration (Con), Craft (Int), Heal (Wis), Knowledge (Anatomy) (Int), Profession (Wis), Sea Legs (Dex), and Swim (Str).

Skill points at each level: 4 + Int modifier.

Class Features

All of the following are class features of the Surgeon prestige class.

Weapon and Armor Proficiency: Surgeons gain no proficiency in any weapon or armor.

Pharmacy: At 1st level a surgeon gains a basic knowledge of common medicinals and their use. They will be able to automatically identify common drugs by appearance, taste or odor and will know their proper dosage and application. The GM may require a skill check in Profession (physician) for rare or exotic drugs.

A surgeon's kit contains basic plants and poultices used in surgery. In addition, individual medicinals may be purchased separately. Their effects are described in Chapter 6: Equipment.

Simple Surgery: By applying their medical knowledge and expertise, a surgeon may heal a patient 1 hit point. This process takes 5 minutes and requires a surgeon's kit. Simple surgery uses 1 unit of resources from a surgeon's kit. A patient may only benefit from one administration of surgery at a time. The hit points gained from one surgery must be lost before the patient can benefit from another. However, if a patient has undergone one level of surgery, a higher skill of surgery can be applied (see below) but will only heal up to the total of the higher skilled surgery. In other words, if a character has undergone minor surgery for 1d8, then undergoes complex surgery they will gain only 2d8 (for a total of 3d8 from the two surgeries).

Application of Simple Surgery requires a skill check in Profession (physician) DC:10. Skill checks in Profession (physician) for performing any surgery gain a synergy bonus of +1 for every 4 ranks in Knowledge (Anatomy). If the skill check is failed then no points are healed. If a natural 1 is rolled on the skill check this may result in a critical failure. A d20 should be rolled again and if this results in a failed skill check the surgery will be complicated, resulting in damage to the patient equal to 1 point. If this brings the patient to –10 then they will have died as a result of the complications.

All skill checks for performing surgery receive a –6 circumstance penalty if performed on a conscious patient. This penalty can be reduced to –3 if the patient is tightly restrained. Use of a sedating agent, such as Tincture of Opium, reduces this penalty by 2.

Simple surgery may also be used to stabilize a character who is bleeding, without the need for a skill check. This does not use any units from a surgeon's kit but requires one full round action.

Minor Surgery: At 2nd level, a surgeon may perform minor surgery. This is as Simple Surgery, except it heals 1d8 damage and requires 10 minutes. Is also requires a surgeon's kit. Minor surgery uses 1 unit of resources from a surgeon's kit per 2 hit points healed.

Application of Minor Surgery requires a skill check in Profession (physician), just as with Simple Surgery, except with DC:12, and critical failure results in 1d8 damage.

Major Surgery: At 3rd level, a surgeon may perform major surgery. This is as Minor Surgery, except it heals 2d8 damage and requires a surgeon's kit and low-quality surgeon's tools. Major surgery uses 1 unit of resources from a surgeon's kit per 3 hit points healed.

Application of Major Surgery requires a skill check in Profession (physician), just as with Simple Surgery, except with DC:15, and critical failure results in 2d8 damage.

Complex Surgery: At 4th level, a surgeon may perform complex surgery. This is as Minor Surgery, except it heals 3d8 damage requires 15 minutes, and requires a surgeon's kit and medium-quality surgeon's tools. Complex surgery uses 1 units of resources from a surgeon's kit per 4 hit points healed.

Application of Complex Surgery requires a skill check in Profession (physician), just as with Simple Surgery, except with DC:18, and critical failure results in 3d8 damage. Also critical failure results if the skill check is failed by 10 or more, in addition to rolling a natural 1.

Intricate Surgery: At 5th level, a surgeon may perform intricate surgery. This is as Complex Surgery, except it heals 4d8 damage and requires 20 minutes, and requires a surgeon's kit and masterwork surgeon's tools. Intricate surgery uses 1 unit of resources from a surgeon's kit per 5 hit point healed.

Application of Intricate Surgery requires a skill check in Profession (physician), just as with Complex Surgery, except with DC:22, and critical failure results in 4d8 damage.

Table 8-5: Surgeon

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1st	+0	+0	+0	+2	Simple Surgery, Pharmacy
2nd	+1	+1	+1	+3	Minor Surgery
3rd	+1	+1	+1	+3	Major Surgery
4th	+2	+1	+1	+4	Complex Surgery
5th	+2	+2	+2	+4	Intricate Surgery

Sea Captain

Whether it is in the ranks of the royal navy, the docks of a merchant coalition or in the secret cove of a pirate's den, every ship has a captain. While most vessels are headed by sailors who have an eye for navigation or a knack for piloting, some crews are lucky enough to have a true sea captain at their head. Bred from the circumstances of which stories are told and heroes are born, sea captains are the cream of the naval crop. They are the backbone of any naval collective, serving as the commanders of the finest ships in the fleet. When the chips are down, and the fate of the entire ship is at risk, a good captain can mean the difference between victory and defeat.

Sea captains rise up from members of every class, but those without spells to learn or studies to maintain are much more likely to dedicate their lives to the sea. Druids and barbarians almost never become sea captains, their wild ways often preventing them from focusing on so foreign a skill set.

Hit Dice: d8

Requirements

To qualify to become a Sea Captain, a character must fulfill the following criteria.

Profession (Navigator): 8 ranks

Profession (Pilot): 8 ranks

Sea Legs: 4 ranks

Feats: Captaining

Special: Must be in command of a naval vessel for five missions.

Class Skills

The Sea Captain's class skills (and key abilities) are Balance (Dex), Climb (Dex), Concentration (Con), Gather Information (Cha), Intuit Direction (Wis), Knowledge (geography) (Int), Profession (Wis), Sea Legs (Dex), Spot (Wis), Swim (Str), and Use Rope (Dex).

Skill points at each level: 4 + Int modifier.

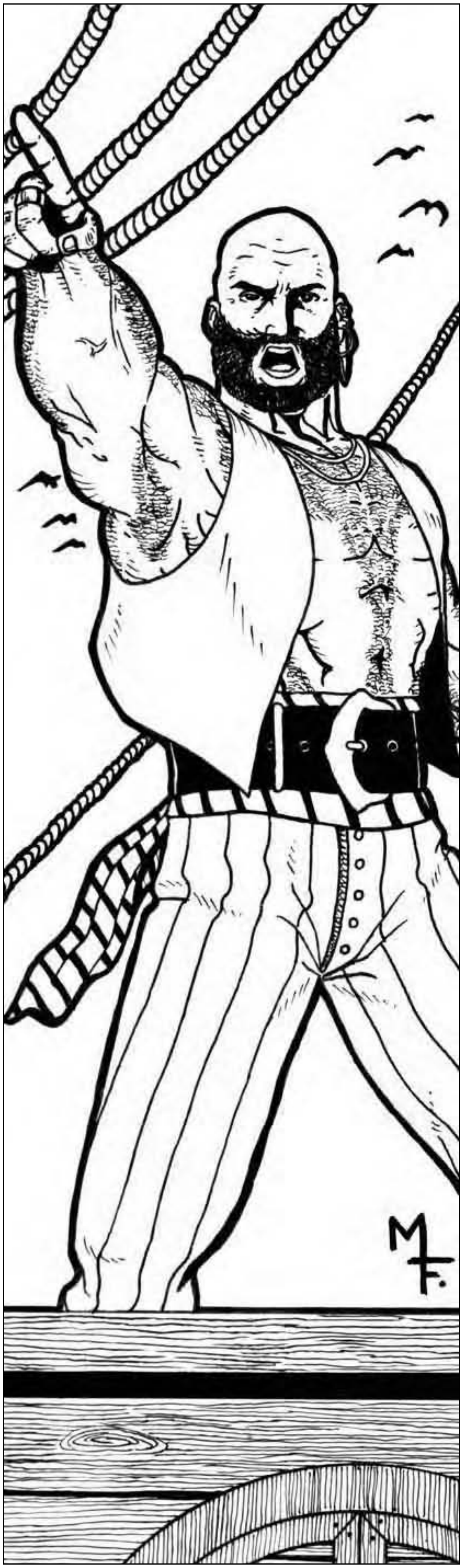
Class Features

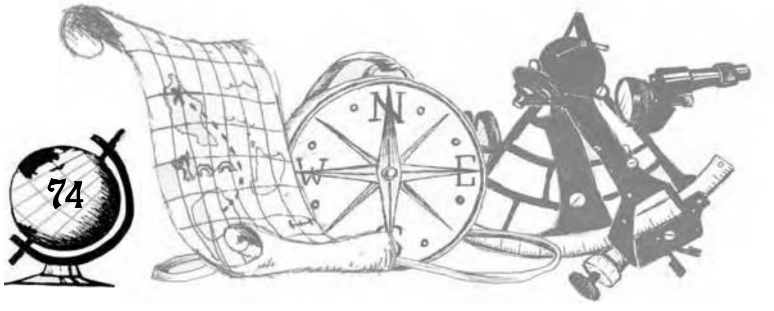
All of the following are class features of the Sea Captain prestige class.

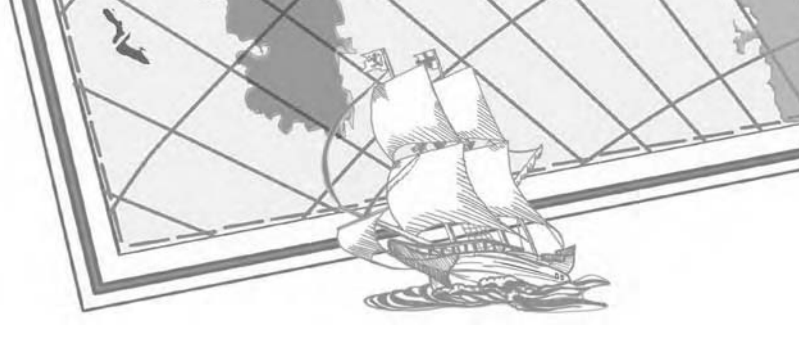
Weapon and Armor Proficiency: Sea Captains are proficient with all simple and martial weapons and light armor.

Captain's Presence: Beginning at 1st level, While on board his own ship, a Sea Captain receives a +4 circumstance bonus to his Charisma score.

Bonus Feats: Beginning at 2nd level, a Sea Captain receives a bonus feat every other class level. These







feats must be chosen from the following list: Flyer, Iron Will, Leadership, Naval Discipline, Naval Expertise, Naval Strategy, Naval Tactics, Skill Focus (Profession).

Captain's Luck: Upon attaining 5th level, the crew of a ship piloted by the Sea Captain may re-roll a single failed Profession (Sailor) skill check per naval battle.

Dead Reckoning: At 9th level, the Sea Captain will be able to navigate without the need for charts or nautical instruments. Simply by gazing at the stars at night, or the position of the sun during the day, he will be able to accurately discern his ship's latitude. His strong sense of time and the movement of his ship will enable him to also discern his longitude, as long as he has been functional (although not necessarily awake) and in control of his ship since the last time he was in a known location. If he was unconscious, dead, drunk, or not in control of his ship while being kept below decks or while asleep, then he will have lost track of his longitude. Sea Captains with Dead Reckoning also do not incur the -5 penalty for not having a chart, but will still gain a bonus for having a quality chart.

Discerning latitude in this manner is a straight Navigation skill check (DC 15), and longitude (DC 20). At 10th level, the Sea Captain gains a +4 Competence bonus to these skill checks. This bonus does not stack to any bonuses gained by also using instruments for navigating.

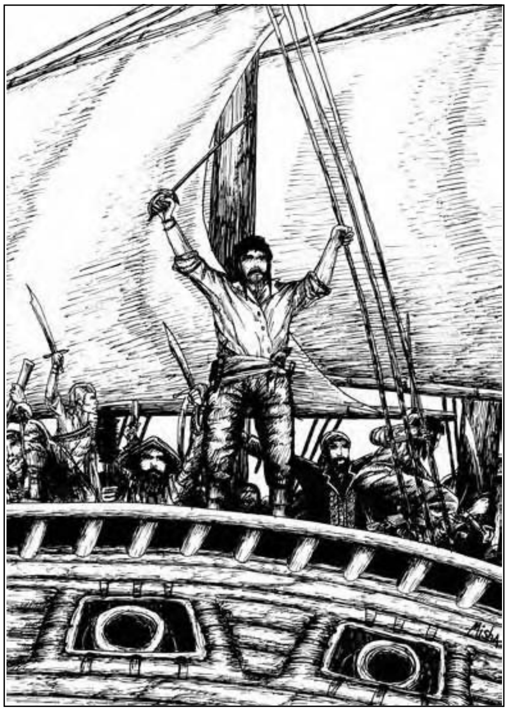
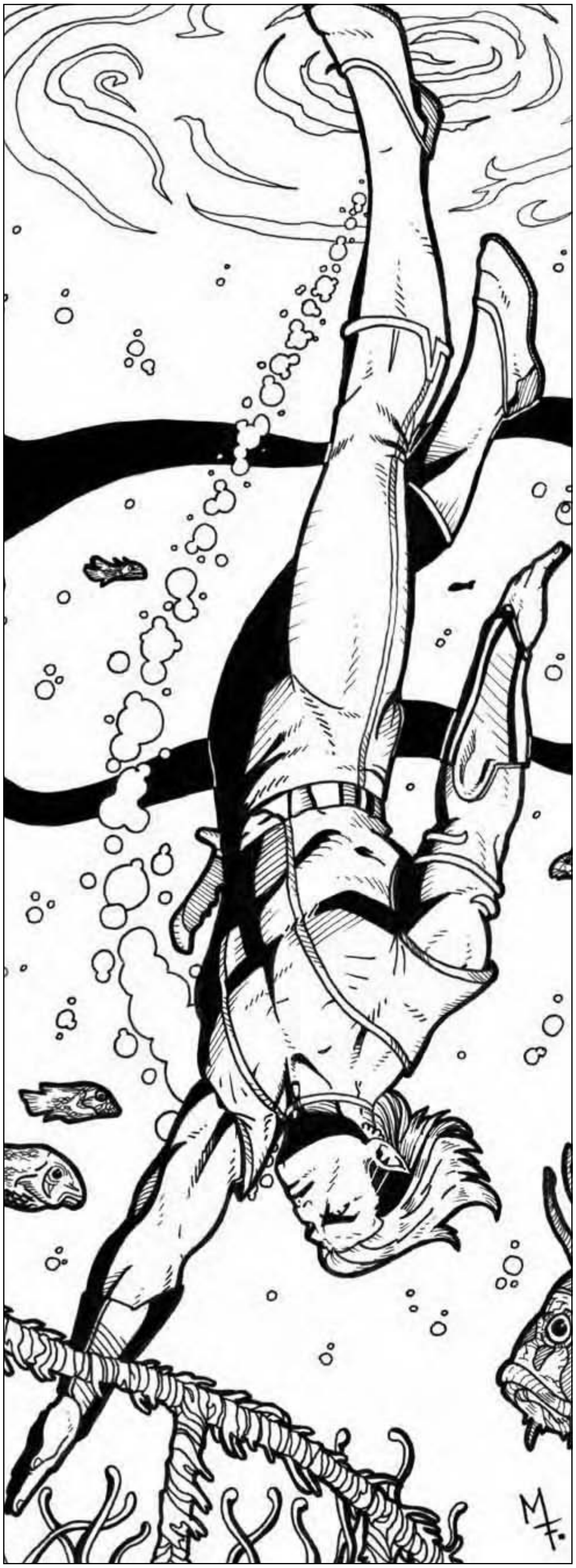


Table 8-6: Sea Captain

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1st	+1	+2	+0	+2	Captain's Presence
2nd	+1	+3	+1	+3	Bonus Feat
3rd	+2	+3	+1	+3	
4th	+2	+4	+1	+4	Bonus Feat
5th	+3	+4	+2	+4	Captain's Luck
6th	+3	+5	+2	+5	Bonus Feat
7th	+4	+5	+2	+5	
8th	+4	+6	+3	+6	Bonus Feat
9th	+5	+6	+3	+6	Dead Reckoning
10th	+5	+7	+3	+7	Bonus Feat

> "I've been a sailor now for almost 22 years. I've seen every charted coastline, served on everything from a riverboat to an exploratory vessel to a pirate ship, fought monsters and men alike. You can always tell a ship that's bound for success; they're the ones led by a man you call 'Capatin'.
> The ones doomed to fail are led by men that tell you to call them 'Captain.'"
>
> *~ Jonathan "Dead Eye" McCree*

SEA SCOUT



In a world with magical means of breathing water, giant monsters lurking beneath the waves and aquatic humanoids ready to attack the bottom of a ship, it is obvious that the surface dwellers need some way of defending their precious shipping from below as well as from above. It is to this end that the sea scouts came into being.

Focusing on survival under water, the sea scout develops skills and talents to aid their effectiveness beneath the waves, even to the point of developing almost magical abilities. Taking their knowledge of the wilderness on land and applying it to the bottom of the ocean, sea scouts have developed into an effective force that would aid any naval enterprise. Navies and merchant companies often employ sea scouts to defend their ships from underwater attack, while pirates and privateers have come to utilize their more offensive capabilities, even if that simply means eliminating opposing sea scouts.

Rangers and barbarians are the most likely characters to become sea scouts, but the wilderness-minded of any class can qualify. Bards and druids are the least likely to become sea scouts, as the bard's music is completely ineffectual underwater and the druid's ability to change into an aquatic animal usually obviates the need for such intense training.

Hit Die: d8

REQUIREMENTS

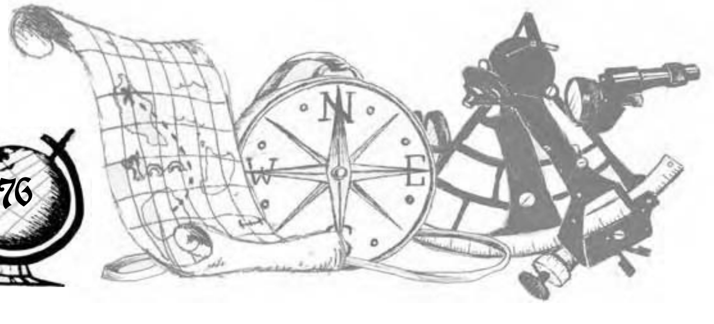
To qualify to become a Sea Scout, a character must fulfill the following criteria.

Feats: Endurance, Skill Focus (Swim)
Base Attack Bonus: +4
Intuit Direction: 6 ranks
Swim: 8 ranks
Wilderness Lore: 6 ranks

CLASS SKILLS

The Sea Scouts class skills are Balance (Dex), Disable Device (Dex), Escape Artist (Dex), Hide (Dex), Intimidate (Cha), Intuit Direction (Wis), Jump (Str), Listen (Wis), Move Silently (Dex), Ride (sea creature) (Dex), Search (Int), Spot (Wis), Swim (Str), Use Rope (Dex) and Wilderness Lore (Wis).

Skill Points at each level: 4+ Int. modifier



Class Features

All of the following are class features of the Sea Scout prestige class.

Deep Diver: At 1st level, the Sea Scout gains the Deep Diver feat for free.

Sea Adept: Beginning at 3rd level, a sea scout gains a +2 Competence bonus to all Spot, Listen, and Escape Artist skill checks made while under the water. This bonus increases to +4 at 6th level and to +6 at 9th.

Bonus Feat: At 4th, 7th, and 10th level, the sea scout receives a bonus feat. These feats must be chosen from the following list: Amphibian, Close-Quarter Fighting, Graceful Diver, Skill Focus (any class skill), Submerged Spell, or Water Combat.

Sight of the Deep: Beginning at 5th level, the Sea Scout no longer has to rely on her eyes to sense other things below the water. This ability is similar to tremorsense in *Core Rulebook II* but instead of sensing vibration through the ground, they are felt through the water. With Sight of the Deep, other creatures and objects that are in contact with the water within 60 feet are automatically sensed, and their location can be pinpointed for targeting purposes.

Heedless Dive: Beginning at 6th level, the Sea Scout may disregard the ill effects of cold water temperature, and of water pressure down to a depth of 500 feet. This increases by 500 feet per class level to a maximum of 2,500 feet at 10th level.

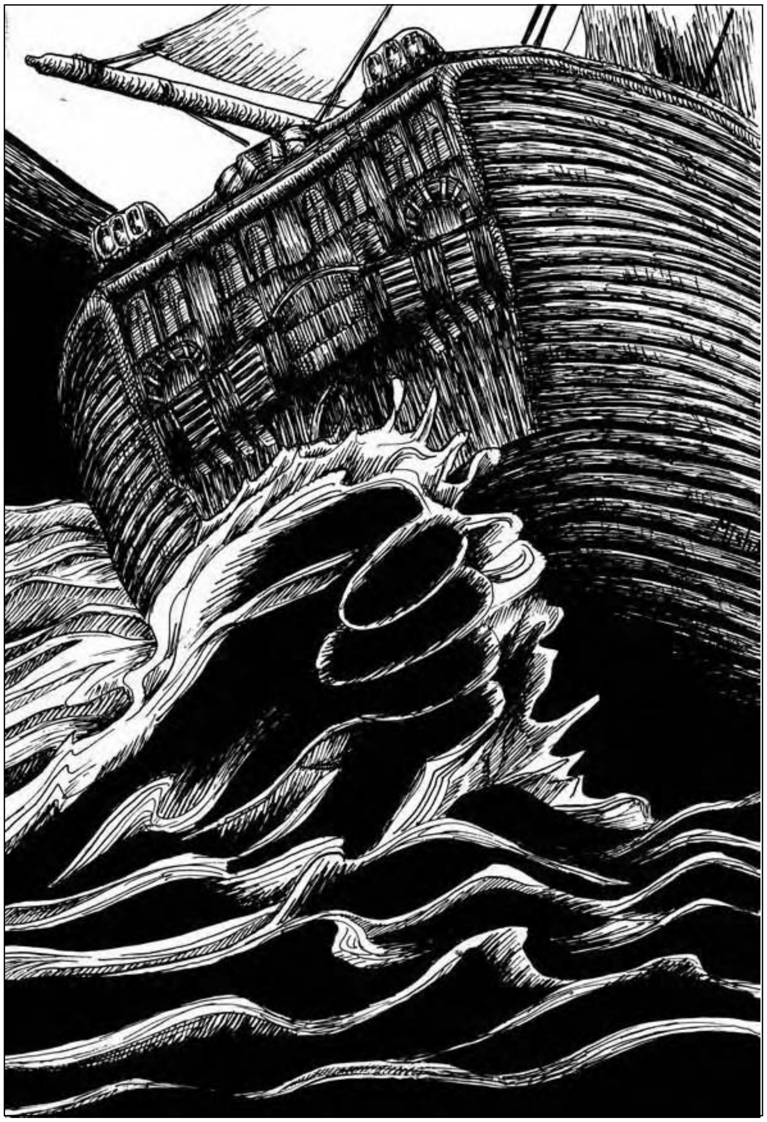
Ship Saboteur: Beginning at 8th level, the Sea Scout may ignore the hardness rating of a ship's hull when attacking a ship with a melee weapon.

Table 8-7: Sea Scout

Class Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1st	+1	+2	+2	+0	Deep Diver
2nd	+2	+3	+3	+1	
3rd	+3	+3	+3	+1	Sea Adept
4th	+4	+4	+4	+1	Bonus Feat
5th	+5	+4	+4	+2	Sight of the Deep
6th	+6	+5	+5	+2	Heedless Dive
7th	+7	+5	+5	+2	Bonus Feat
8th	+8	+6	+6	+3	Ship Saboteur
9th	+9	+6	+6	+3	
10th	+10	+7	+7	+3	Bonus Feat

Chapter 9: Spells and Rituals

Below are described new spells and rituals that are designed for use, either directly or indirectly, with nautical adventuring. Spells are given in the standard format, as in *Core Rulebook I.* Rituals are based upon the ritual system as described in *Twin Crowns: Age of Exploration Fantasy* by Living Imagination, Inc. Spells and Rituals are listed in alphabetical order.



Spells

Acclimate

Conjuration (Healing)
Level: Drd 4
Components: V, S
Casting Time: 1 action
Range: Touch
Target: 1 creature
Duration: Permanent (see text)
Saving Throw: None
Spell Resistance: Yes (harmless)

With this spell you may acclimate one creature to high altitude. Regardless of the altitude to which the target creature is already acclimated, you may acclimate them to an altitude of 1,000 ft. per caster level. Acclimatization with this spell works exactly as if the creature had become acclimated through normal means, by spending three or more days at that altitude and making the requisite Constitution checks. This includes the fact that such acclimatization will be reduced by 200 ft. per day spent at a lower altitude. See Altitude in Chapter 1 for more information.

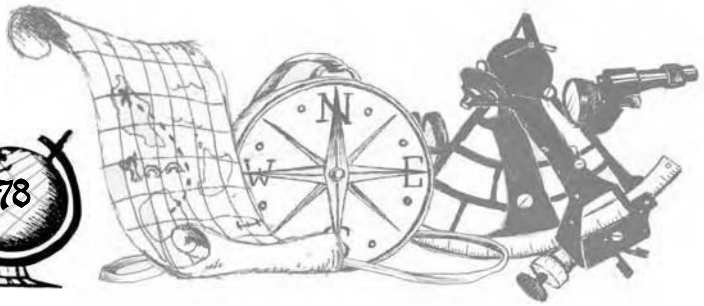
Antonio's Instant Melting

Transmutation
Level: Sor/Wiz 3
Components: V, S
Casting Time: 1 action
Range: Long (400 ft. + 40 ft./level)
Area: 500 cubic feet of natural ice/level
Duration: Instantaneous
Saving Throw: None
Spell Resistance: No

This spell allows you to melt ice instantly without having to expose it to a heat source. Typically used to destroy icebergs, *instant melting* immediately turns ice into water. At your choice you may also use this spell to turn ice directly into vapor, although the area of effect will be reduced to 50 cubic feet/level. *Antonio's Instant Melting* has no effect on creatures made of ice. When cast at a *wall of ice* this spell will melt one 10-ft. square/level.

Areyanna's Aegis

Abjuration
Level: Sor/Wiz 9
Components: V, S
Casting Time: 1 action
Range: See text
Area: 1 ship
Duration: 10 minutes/level



Saving Throw: None
Spell Resistance: None

This spell grants the ship you are on SR of 15 + caster level. It also grants all of the crew on the ship an SR score of one-quarter of that granted to the ship (rounded down). The spell resistance offered by this spell does not stack with any other spell resistance.

Aspect of the Shark

Conjuration/Summoning
Level: Drd 4, Rgr 4
Components: V, S, M
Casting Time: 1 action
Range: Touch
Target: Creature touched
Duration: 10 minutes/level
Saving Throw: None
Spell Resistance: Yes (harmless)

You grant one creature an aspect of the shark, namely its ability to survive at great depth under water without harm. For the duration of the spell, the target will not suffer damage from either the great pressure or the cold temperature of being in the ocean depths.

Material component: A shark fin.

Call School

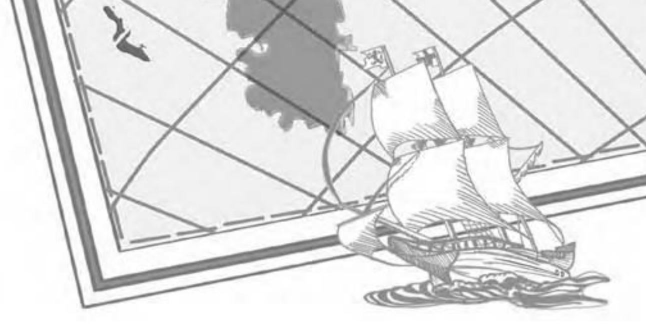
Conjuration/Summoning
Level: Sor/Wiz 4
Components: V, S, M
Casting Time: 10 minutes
Range: Close (25 ft. + 5 ft./2 levels)
Effect: Sufficient fish to feed five humans/level for 1 day
Duration: Permanent
Saving Throw: None
Spell Resistance: No

You summon a school of pilchards or other unremarkable food fish. The fish will appear where you wish, including in a net, a barrel, or other storage container. Fish summoned into the water will immediately swim away, acting as normal fish would.

Material component: A fish skeleton.

Clear Vision

Transmutation
Level: Brd 3, Drd 2, Clr 2, Rgr 3
Components: V, S
Casting Time: 1 action
Range: Touch
Target: One creature
Duration: 10 minutes/level
Saving Throw: None
Spell Resistance: Yes (harmless)



You may cast this spell on any single creature, bestowing them with clear vision for the duration of the spell. The recipient will be able to see normally despite any fog, smoke, or gas that might otherwise obscure vision. In addition, the recipient will be able to see normally underwater. This spell does not, however, provide any benefit in darkness nor does it cure blindness.

Cloak of Air

Evocation
Level: Brd 4, Drd 3, Clr 3, Sor/Wiz 4
Components: V, S
Casting Time: 1 action
Range: Touch
Target: One creature
Duration: 1 hour + 10 minutes/level
Saving Throw: None
Spell Resistance: Yes (harmless)

This spell surrounds the target with a cloak of warm, comfortable, and breathable air. The air will protect the target from the effects of drowning, cold, high pressure, high altitude, or other similar environmental effects. It will also provide protection from gas-based attacks, such as by a *cloudkill* or *stinking cloud,* providing a +10 Circumstance bonus to saving throws against these effects.

Coral Encapturement

Conjuration
Level: Clr 8, Drd 7, Sor/Wiz 8
Components: V, S, DF, or M
Casting Time: 1 minute
Range: Long (400 ft. + 40 ft./level)
Area: Circle or semi-circle up to a 1 mile radius
Duration: 1 hour
Saving Throw: None
Spell Resistance: No

This spell may only be used near or on the sea or ocean. The naturally occurring coral reefs in the water gather to form an enormous barrier that rises from the ocean floor to 10 feet above the water's normal surface height. If created in a semi-circle against dry land, the coral reef will grow right up to the edge of the beach, but it will not grow any further on to land. The size of the circle or the semi-circle is determined by you at the time the spell is cast.

The reef acts as a very effective barrier for preventing vessels from fleeing an area. Ships cannot penetrate the reef, as the reef repairs itself instantly when damaged. Ships trying to ram through the reef will sustain ramming damage and then will be pushed back from the reef as it repairs itself. Creatures attempting to penetrate it, climb it, or swim through or under it will take 4d6 points of damage +1 per caster level per round from the razor sharp edges.

Arcane Material Component: A piece of coral from a coral reef.

Curse Voyage

Evocation
Level: Brd 6, Clr 6, Sor/Wiz 6
Components: V, S
Casting Time: 10 minutes
Range: Touch
Area: 1 ship
Duration: 1 voyage (see below)
Saving Throw: Will negates (see below)
Spell Resistance: Yes (object)

This spell puts a curse on a ship, beginning the next time the ship puts to sea (or immediately if cast on the ship while it is at sea). The spell must be cast while on board the ship itself.

The ship's captain (wherever he or she may be) makes a Will save to negate the spell. Spell Resistance, however, must be inherently that of the vessel in order to prove an obstacle to the caster. For purposes of determining the spell's duration, the ship's "voyage" will end the next time the ship docks at its port of call (or wherever port the captain considers to be the ship's "home port").

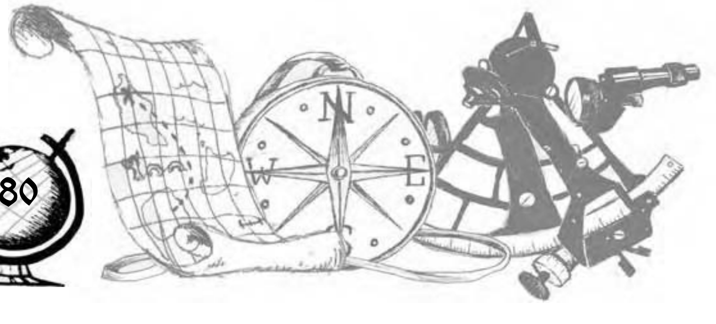
For the duration of the spell, all skill checks and saving throws aboard ship are made with a -2 profane penalty. The attack and damage rolls of all hostile encounters during the voyage are made at a +2 profane bonus.

Determine Location

Divination
Level: Brd 4, Clr 5, Sor/Wiz 5
Components: V, S, M, F
Casting Time: 1 action
Range: Current Plane
Duration: Special (See text)
Saving Throw: None
Spell Resistance: No

This spell instantly provides you with your location relative to a fixed focus. The spell is accurate to within 1 mile, or 1% of the distance from the fixed focus, whichever is greater. The location is specified as a certain distance north/south and a distance east/west. In order to use this spell, it must first be cast on a fixed focus prepared specifically for this purpose. This fixed focus is often located in a temple or other major building of your home-port. The focus can be any unique creation, whether it be a work of art, a carving or piece of jewelry worth at least 10,000 gp. Once the spell is cast on the focus, you may recast the spell any number of times to determine your distance from that object. Unlike other spells that require a focus, the focus only needs to be in your possession for the initial casting. If you cast the spell on a new focus the old focus will simply be replaced.

Material Component: A compass of at least 250 gp value.



Enhance Crew

Transmutation
Level: Sor/Wiz 3
Components: V, S
Casting Time: 1 action
Range: Close (25 ft. + 5 ft. / level)
Target: 1 creature/level
Duration: One day
Saving Throw: Will negates (harmless)
Spell Resistance: Yes (harmless)

This spell enhances sailors so that they are granted a bonus of three ranks in sailor for the duration of the spell. These ranks count toward the minimum necessary in order to function as part of the crew (see *Chapter 2: Ships*).

Enlarge Reef

Transmutation
Level: Sor/Wiz 5
Components: V, S, M
Casting Time: 10 minutes
Range: Long (400 ft. + 40 ft./level)
Duration: 1 hour/level
Saving Throw: None
Spell Resistance: No

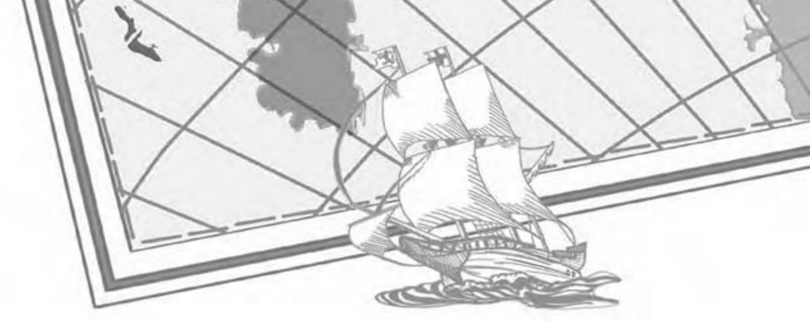
This spell can only be cast in range of an already existing reef. It causes the reef to enlarge and twist into unpredictable shapes, lending a +6 terrain adjustment to the DC for Piloting in the area.

Material component: A handful of coral, which must be tossed overboard as the spell is cast.

Fathom

Divination
Level: Sor/Wiz 3
Components: V, S
Casting Time: 1 action
Range: Medium (100 ft. + 10 ft./level)
Duration: 1 minute/level
Saving Throw: Will (harmless)
Spell Resistance: Yes

This spell grants the recipient a strong intuitive understanding of the topography of the bottom of the water beneath the ship, providing, of course, that it is in range. This reduces the difficulty of piloting near or around terrain hazards, so that the effect of hazardous terrain on piloting DC is reduced by up to



6. This spell also lends a +4 Competence bonus to all Spot and Listen checks made to attempt to avert surprise by attackers coming out of the water during the spell duration.

Fog Bank

Transmutation
Level: Clr 4, Drd 3
Components: V, S
Casting Time: 1 action
Range: Long (400 ft. + 40 ft. / level)
Area: Circle of 20 ft. radius / level
Duration: 1 hour / level
Saving Throw: None
Spell Resistance: Yes (harmless)

You create a dense bank of fog that will surround a target up to the area of effect. You may only cast this spell at a target that is on the surface of a large body of water, such as a ship. The fog bank will move with the target and will completely obscure it from vision. Within the fog bank visibility is reduced to 5 feet.

Founder Ship

Conjuration
Level: Clr 6, Sor/Wiz 5
Components: V, S, M
Casting Time: 1 minute
Range: Long (400 ft. + 40 ft./level)
Target: One object on the surface of a body of water, usually a ship
Duration: Instantaneous
Saving Throw: None
Spell Resistance: No

You can only cast this spell while near a body of water, such as a sea, lake, or large river. With this spell you call forth a great wave of water that will travel from you toward the target, crashing into it with great force. The crashing wave does not cause any damage, but it will push over even large ships. The spell can affect a ship whose current hull hit points does not exceed 20 per caster level. If the spell is powerful enough to affect the target ship, then the crew of that ship must make a skill check against the DC of the spell. If they fail then the ship founders (see *Chapter 4: Naval Combat*). If a natural 1 is rolled on the skill check then the ship completely capsizes.

Glassbottom

Transmutation
Level: Sor/Wiz 2
Components: V, S, M
Casting Time: 1 action
Range: Touch
Area: 10 ft. square of wood
Duration: 10 minute/level
Saving Throw: None
Spell Resistance: No

This spell causes a 10 ft. square of wood, usually the hull of a ship, to become transparent. The spell does not actually change the physical properties of the hull, but simply allows it to be seen through. This spell can only be cast on wooden objects.

Material Component: A piece of glass.

Greater Mirror Image

Illusion (Figment)
Level: Brd 6, Sor/Wiz 7
Components: V, S
Casting Time: 1 action
Range: Long (400 ft. + 40 ft./level)
Area: 10’ + 10’/level radius
Target: One object and contents
Duration: 1 minute/level
Saving Throw: None
Spell Resistance: No

This spell is similar to the standard *mirror image* spell in its effects. However, instead of affecting a single person, this spell creates mirror images of a single large object and all its contents (including creatures, etc). The object (ship, building, etc) must fit completely inside the area of effect – otherwise the spell fails.

The spell creates 1d4 images plus 1 image per 5 caster levels. Observed at a range of 500’ or greater, the images are indistinguishable from one another and mimic each other in action and movement. While the images are not destroyed by a successful attack roll, at a range of less than 200 ft. the real one becomes obvious.

Hand of Water

Evocation
Level: Clr 6, Sor/Wiz 7
Components: V, S
Casting Time: 1 action
Range: Long (400 ft. + 40 ft./level)
Target: One named ship
Duration: 10 minutes + 1 minute/level
Saving Throw: None
Spell Resistance: Yes

This spell creates a hand of water that will reach up out of the water and try to grasp a hold of a ship that you designate. The ship must be within view and you must roll to hit the AC of the ship. If the hand grasps the ship, it will hold it in place so that its speed will be quickly reduced to zero. If the watery hand misses its target, the spell ends. This spell can be negated by a *control water* spell.

Harden

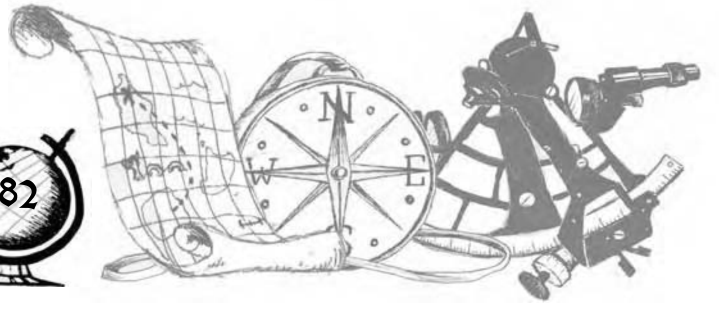
Evocation
Level: Sor/Wiz 4
Components: V, S, M
Casting Time: 1 action
Range: Touch
Target: One item touched, up to 20 cu. ft. +5 cu. ft/level
Duration: 10 minutes / level
Saving Throw: None
Spell Resistance: Yes (harmless)

You imbue an object with a magical force that in effect makes the object harder and more resistant to damage. The spell will increase the object's hardness by 1 per caster level and its break DC by 2 per caster level, for the duration of the spell after which the object's hardness and break DC will return to normal.

Material Component: A small piece of steel.

Ink Spray

Conjuration
Level: Drd 3, Rgr 3, Sor/Wiz 4
Components: V, S, M
Casting Time: 1 action
Range: Medium (100 ft. + 10 ft./level)
Area: 10 ft./level radius spread
Duration: 1 round/level
Saving Throw: None
Spell Resistance: No



With this spell you cause a black inky substance to spread instantly from any designated location within range in a sphere out to 10 ft./level radius. The area of effect of this spell must be entirely within a body of water, and the inky substance will not spread beyond the water. Within the area of effect visibility is reduced to zero for the duration of the spell. Darkvision and the ability to see invisible objects do not counter this effect. Only the *clear vision* spell, or similar effect, will allow normal vision within the area of effect.

Material Component: A small vial of ink.

Mend Ship

Transmutation
Level: Sor/Wiz 4
Components: V, S
Casting Time: 1 full round
Range: Touch
Target: 1 ship
Duration: Instantaneous
Saving Throw: None
Spell Resistance: Yes

Mend Ship repairs damage to a ship. The spell can be used for normal maintenance of a ship that has taken no particular damage, in which case it will fix cracks and holes, repair minor wear and tear, reverse the effects of water damage to wood and rust to metal. If cast upon a ship that has taken damage, it will repair 1d8 per caster level. You may distribute these points between hull damage, sail damage, and oar damage any way you wish (see *Chapter 4: Naval Combat*). The repairs granted by this spell may take place without the need for placing the ship in dry dock, even if that would ordinarily be required for the extent of damage taken by the ship. This spell will not remove any water that was taken on by the damaged ship and will not restore any magical abilities that the ship may have lost.

Privateer's Delight

Divination
Level: Brd 4, Sor/Wiz 5
Components: V, S, F
Casting Time: 10 minutes
Range: Self
Target: Personal
Duration: Instantaneous
Area: 100 mile radius

This spell shows the course and nationality or affiliation of all ships traveling within 100 miles of your ship at the time of casting. You must be at sea on board a ship at the time the spell is cast. At the completion of the spell, the precise location of each ship will be known to you.

Focus: A sailing map of the section of ocean in question. The location of each ship will become visible to you on the chart along with its ensign (Flag), thus if it is a pirate or independent ship, it may be marked with an unfamiliar ensign.

Repel Ice

Abjuration
Level: Sor/Wiz 7
Components: V, S, F
Casting Time: 1 action
Range: Long (400 ft. + 40 ft./level)
Duration: Concentration, up to 1 hour/level
Saving Throw: None
Spell Resistance: No

This spell repels all ice from the ship on which you stand. You must be on deck and remain very still (although you can still eat, drink, and move at a slow walk). Icebergs or any free floating ice will simply drift around the area of effect. If the ship travels through a solid sheet of ice, such as an ice floe, the ice will break away from the ship. This spell also repels freezing rain, which will slide down the perimeter of the transparent sphere of the spell's radius. Further, the spell offers 15 cold resistance to all creatures within its area of effect.

Focus: A transparent gem of at least 500 gp in value.

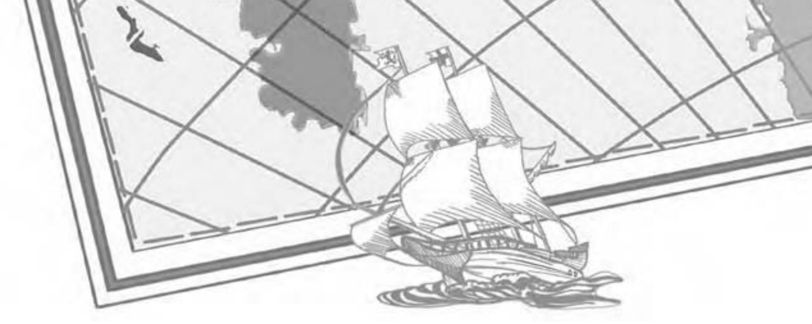
Repel Lightning

Abjuration
Level: Sor/Wiz 4
Components: V, S, DF
Casting Time: 1 action
Range: Touch
Target: Special, see text
Duration: 10 minutes/level or until discharged
Saving Throw: None
Spell Resistance: No

This spell mimics the spell *protection from elements* as applied to electricity, with the important difference that it provides the same protection (absorption of 12 points of electricity damage per caster level) on both you and the ship you are currently on. Electricity damage to you or the ship both count toward the total damage absorbed. If you and the ship are simultaneously damaged by the same source, only the larger amount of damage counts toward the damage absorbed. You may overlap this spell with *resist elements* and *endure elements* as with *protection from elements*.

Right Ship

Transmutation
Level: Clr 8, Sor/Wiz 7
Components: V, S, M
Casting Time: 1 minute
Range: Medium (100 ft. + 10 ft./level)
Target: 1 ship
Duration: Instantaneous
Saving Throw: None



Spell Resistance: No

With this spell you may right a ship that has foundered or capsized. The ship will immediately turn itself right side up and be restored to an even keel. This spell has no effect on a ship that has sunk. If cast upon a ship that is in the process of sinking, there is a 5% chance per caster level of righting the ship and preventing it from sinking.

Material component: A model of a ship of the same class as the target of the spell, with a value of at least 100 gp.

Riverstream

Transmutation
Level: Clr 8, Drd 7, Sor/Wiz 8
Components: V, S, M
Casting Time: 1 minute
Range: 1 mile/level
Area: Water or air in a cylinder of 20 ft. radius and 1 mile long/level
Duration: 1 hour per level
Saving Throw: None
Spell Resistance: No

With this spell you create a magical current through either water or air. The spell does not create water or air, it merely creates a stable stream or current that moves through water or air. When you cast the spell you must choose either a destination, that is known to you and within range or you may choose a direction. The magical stream will then begin, pushing along anything in its path. The speed of the current is moderate (5 + 1d10 knots) and can be placed at any altitude or depth within range. If necessary, the stream will follow the terrain.

If cast on the surface of the water the magical current will drag anything floating on the water's surface, such as ships, along with its current. Ships, of course, can use this water current for propulsion, and will travel at the speed of the current unless they use their sails or oars to modify their speed. A stream of water may also be created under the water, with the same effect on submerged creatures and objects.

When created in the air, the wind stream can be used, if at an appropriate height above the water's surface, to propel a sailing vessel. In this case, the ship will travel at its maximum sailing speed +1 knot for lateen rigged ships and +2 knots for square rigged ships. When created high in the air, the wind stream can be used by flying creatures (in which case the wind speed is added to their normal flying speed) or by flying sailed vessels. Flying sailed ships will travel at exactly the speed of the wind for as long as they remain in the current.

Material component: A wire of pulled gold with a value of at least 50 gp.

Silesian's Catapult

Conjuration
Level: Sor/Wiz 6
Components: V, S, M
Casting Time: 1 action
Range: Long (400 ft. + 40 ft. / level)
Target: 1 structure, ship or individual
Duration: Instantaneous
Saving Throw: Reflex negates (see text)
Spell Resistance: Yes

This spell calls into being a large iron or rock ball that will fall from the sky and strike the target you desire. For this reason, this spell may only be cast outdoors. The ball will do 1d10 damage per caster level. If this spell is targeted against an individual, they can make a Reflex save to avoid the damage.

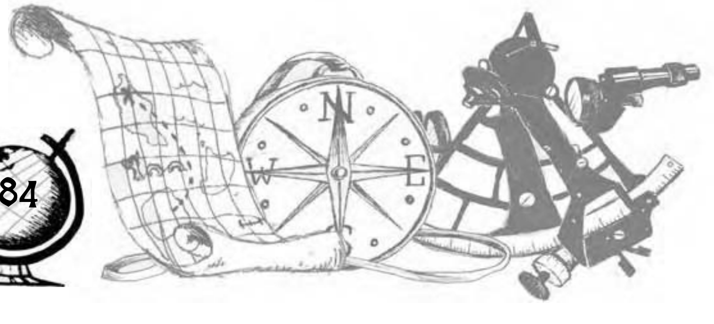
Material component: A small iron or rock ball of no less than 1 inch diameter.

Soak

Abjuration
Level: Sor/Wiz 5
Components: V, S, M
Casting Time: 1 action
Range: Close (25 ft. + 5 ft./ 2 levels)
Target: Part or all of one ship
Duration: 1 round/level
Saving Throw: None
Spell Resistance: Yes (harmless)

This spell suddenly condenses water from the very air around the ship, rendering all of the sails, masts, hull, rigging, ropes, barrels, and clothing of crew within range immune to fire damage. Fire arrows and fireshooters will not cause damage or start fires, for example. The range of the spell moves with you, so you may climb the rigging after casting the spell to protect the topsails of a ship. Living creatures, as well as nonliving objects not part of the ship and not mentioned in the list above, are not affected (so gunpowder remains useful but also remains volatile).

Material component: A handful of wet, living shellfish.



Solid Ice

Transmutation
Level: Clr 5, Drd 4, Sor/Wiz 5
Components: V, S
Casting Time: 1 action
Range: Medium (100 ft. + 10 ft./level)
Area: 10 ft. radius/level
Duration: 10 minutes/level
Saving Throw: None
Spell Resistance: No

This spell may only be cast upon a body of water. You create a solid, continuous sheet of ice that forms on the surface of the water and goes down to a depth of 10 ft., providing a stable sheet of ice. The surface of the ice is a bit coarse and characters can walk upon it as normal. Running requires a Balance skill check (DC 15). Riding a horse upon it requires a Ride skill check (DC 20). Anyone failing these checks will slip and fall and must make another skill check to regain their feet.

This spell can be cast at the water in front of a moving ship so that it may sail into it, or at the water surrounding a ship so that it will be locked in solid ice. Treat a moving ship that is suddenly surrounded by ice as if it had rammed into it. See the rules for ships traveling into and through ice under Terrain in Chapter 1 for more information.

Solid Water

Transmutation
Level: Sor/Wiz 6
Components: V, S
Casting Time: 1 minute
Range: Long (400 ft. + 40 ft./level)
Area: 10 cubic feet/level
Duration: 1 round/level
Saving Throw: None
Spell Resistance: No

This spell causes an area of water to solidify, giving it the hardness of stone. The water does not freeze, instead it retains its current temperature. Solid water cannot be moved and will therefore remain where it was created whether it is on the surface or at some other depth. Solid water can be walked on and is treated as solid ground for all intents and purposes. Solid water is almost completely indiscernible from the surrounding water, and requires a Spot check (DC 20) to notice. A creature encased in solid water is treated as if encased in solid stone. A ship that strikes a patch of solid water will take 1d10 points of hull damage times its current speed. For example, a ship traveling at 7 knots will take 7d10 points of hull damage. If a pilot sees the patch of solid water, they may make a successful Pilot skill check (DC 20) to avoid crashing into it. A ship surrounded by solid water cannot move. If a ship is suddenly surrounded by solid water, it will immediately stop and take damage as if it crashed into it.

Starlight

Divination
Level: Brd 2, Sor/Wiz 2
Components: V, S
Casting Time: 10 minutes
Range: Touch
Target: One creature
Duration: 10 minutes/Level
Saving Throw: Will negates (harmless)
Spell Resistance: Yes (harmless)

This spell allows the creature touched to navigate by the stars in any weather condition as if it were clear. The creature must know how to navigate to achieve any affects of this spell. Therefore, the only effect of this spell is to allow the target to observe the night sky as if it were cloudless.

Summon Aerial Mount

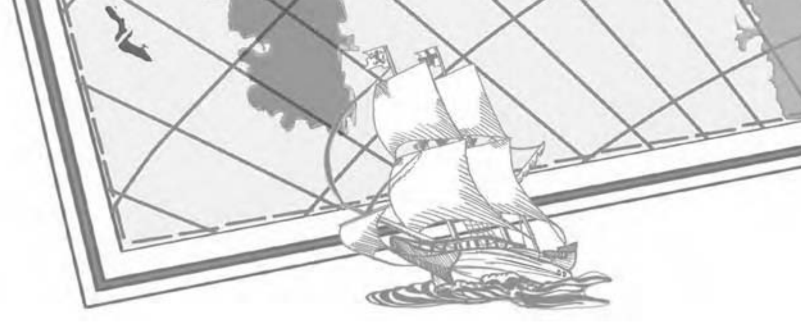
Divination
Level: Clr 6
Components: V, S, DF
Casting Time: 1 minute
Range: Long (400 ft. + 40 ft./level)
Effect: One summoned creature
Duration: 10 minutes/Level
Saving Throw: Will negates
Spell Resistance: Yes

This spell will summon a gargantuan magical flying creature, which will take one of several forms at your choice: couatl, giant eagle, pegasus, or dragon. Regardless of the form, the creature summoned is always gargantuan and appears as a faintly glowing transparent creature. The creature will follow your commands but is unable to make any attacks. Its sole function is to serve as a mount. It will allow you and up to 6 other medium-sized creatures to ride its back. Alternatively, it will pull a ship, whether along the surface of the water or through the air. The creature will manifest saddles or harnesses as necessary. The creature can fly at a rate of 100, and can pull any ship at this rate regardless of size.

At the end of the duration of the spell the creature will vanish. The creature is immune to all forms of physical damage but can be dispelled by a *dispel magic*, *Mordenkainen's disjunction* or similar effect.

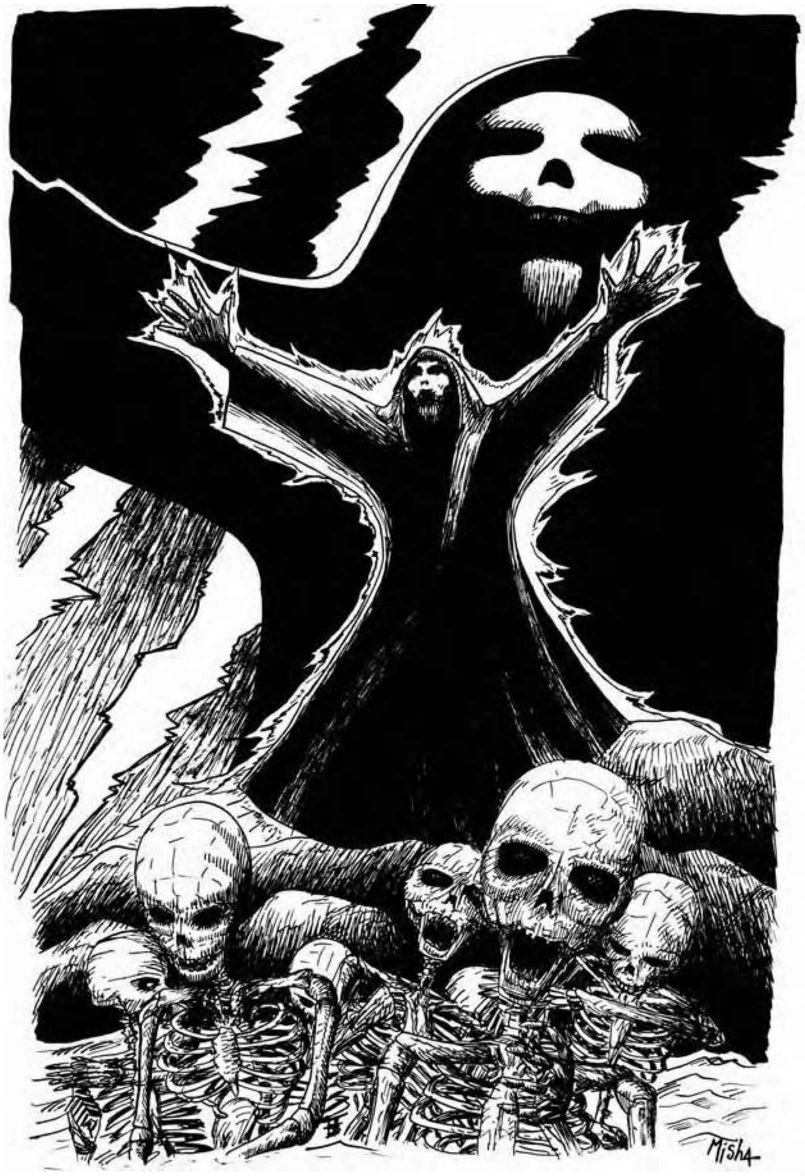
Summon Drowned

Necromancy [Evil]
Level: Clr 4, Sor/Wiz 6
Components: V, S, M



Casting Time: 1 minute
Range: 100' radius, up to 300' depth
Targets: 2 HD of creatures/level
Duration: 1 day
Saving Throw: None
Spell Resistance: No

This spell animates and summons the corpses of any drowned creatures (usually sentient) in the area. You have no control over which drowned creatures are animated, other than that the closest ones to you will be first. Thus, for best effectiveness you should usually be located right above a shipwreck or other location where you wish to use the spell. The



creatures will be either skeletons or zombies, depending on the condition of each individual corpse.

The animated creatures slowly approach you, they can walk or float (even rising or descending vertically in the water) at a movement rate of 20. You can control up to 2HD per level of creatures. If you cast the spell a second time, any previously controlled creatures lose their animation and sink to the bottom again. The creatures can be commanded to perform simple tasks such as attacking, guarding, etc. Additionally, the creatures can be commanded to perform tasks involving items or locations of which they had knowledge when they were alive – such as going down to the shipwreck deep below and retrieving valuables, guiding you onto an island where a secret treasure is buried, etc. These creatures cannot use any skills they may have possessed in life, such as sailing skill.

Material component: A bag of powder, which is scattered upon the water on casting. The powder is a mixture of crushed black onyx gems (value at least 200 gp) and the ashes of one cremated sentient creature.

Underwater Communication

Divination
Level: Brd 3, Clr 3, Drd 5, Sor/Wiz 4
Components: V, S, M, DF
Casting Time: 1 action
Range: Medium Touch
Target: 1 creature
Duration: 10 minutes/level
Saving Throw: Will negates (harmless)
Spell Resistance: Yes (harmless)

You gain the ability to talk and hear underwater just the same as when you are on dry land. The spell allows for the verbal components of spells to function while underwater.

Material Component: A piece of reed or bamboo.

Wake

Evocation
Level: Sor/Wiz 4
Components: V, S
Casting Time: 1 action
Range: Long (400 ft. + 40 ft./level)
Duration: 1 minute
Saving Throw: None
Spell Resistance: No

When you cast this spell you must be conscious and on the deck of a ship. This spell greatly increases the strength and power of the wake your ship leaves behind, such that all Profession: Sailor, Profession: Pilot, Profession: Artillerist, Arcane Ritual, Divine Ritual, Jump, Climb, Balance, and Sea Legs checks must be made at a –4 arcane penalty for the spell duration. These penalties apply to all ships that are behind your ship in a 60 degree cone and within range of the spell. In addition, all spells cast on the affected ships during the duration require a Concentration skill check (DC 15).

Wall of Water

Transmutation
Level: Clr 6, Drd 6, Sor/Wiz 6
Components: V, S, M
Casting Time: 1 minute
Range: Long (400 ft. + 40 ft./level)
Effect: Wall of water up to 50 ft. high, 10 ft. thick, and 50 ft./level long
Duration: Concentration + 1 minute/level
Saving Throw: None
Spell Resistance: No

You may cast this spell only while in range of a large body of water, for example while on the deck of a ship at sea. The spell will draw up the water from the surface into a large vertical wall. The wall can assume any shape, from straight to a circle, but once the shape is determined it cannot be changed. Any ship attempting to pass through the wall, or that is within the wall at the time it is created, will take 3d6 hull damage, 4d6 deck damage, and 5d6 sail damage. In addition, it will take 10d6 water damage. This damage will occur for every minute the ship remains within the wall of water. If reduced to zero hull points, or if water damage exceeds hull hit points, then the ship instantly sinks with no possibility of being saved.

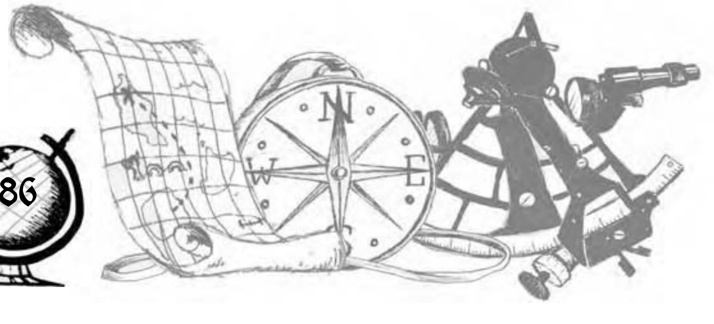
Any creatures on the deck of the ship must make a Reflex save vs the spell's DC or will be thrown overboard by the force of the water. Any creatures that cannot breathe underwater who are caught within the effect of the wall of water suffer a -5 circumstance penalty to all swim checks until they are clear of the spell's effect.

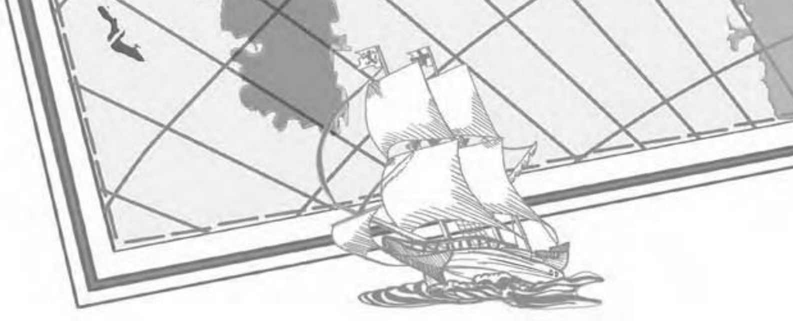
Material component: A white pearl of at least 50 gp value.

Whirling Blades

Conjuration (Creation)
Level: Sor/Wiz 2
Components: V, S, M
Casting Time: 1 action
Range: Long (400 ft. + 40 ft./level)
Effect: 1 blade per 3 levels
Duration: Instantaneous
Saving Throw: None
Spell Resistance: Yes

This spell conjures one or more large but thin whirling blades, which spring from your hand and strike at any one target within range. You must succeed at a normal attack roll to hit the target. These blades will do full damage to cloth, rope, or other especially soft material. Any creature caught within the area of effect will only take half damage. Each blade inflicts 2d6 points of damage.





Rituals

The following are designed for use with the Arcane and Divine Ritual System from Twin Crowns: Age of Exploration Fantasy by Living Imagination.

While this system can be inserted into any campaign setting, the rules governing the casting of these rituals, including the Critical Success, Critical Failure and Flaw charts, are in Chapter 10 of Twin Crowns. The rituals presented here are specifically designed to complement the rules presented in this book.

Air Ship

Arcane Ritual
Enchantment
DC: 35
Flaw: 2
Components: V, S
Korba: 20 drams
Casting Time: 10 minutes
Range: Touch
Target: 1 ship
Duration: Permanent
Saving Throw: None
Spell Resistance: No

This ritual enables the target ship to sail in air currents similarly to sailing on water. The ritual provides the magical lift for the ship to allow it to ride in the air. Also, the enchantment works so that the prevailing winds determine the speed of the ship, while the keel and rudder determine the direction of the ship's movement. However, in order to ascend and descend in the air, the ship needs to have special sails installed that use the wind to push it accordingly, or it needs to be lifted and lowered through other means.

In essence, this ritual enchants a ship so that it contains the magical properties of both a liftstone and a dragstone (see Chapter 1 for rules on flying ships).

Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: Ship is lifted 1,000 ft. into the sky, then drops to the ground, destroying it completely.

Flaw: See *Arcane Ritual Flaw* Table

Arcane Cartography

Arcane Ritual
Divination
DC: 28
Flaw: 2
Components: V, S
Korba: 6 drams
Casting Time: 10 minutes
Range: See text
Target: 1 map 2 ft. by 2 ft.
Duration: Permanent
Saving Throw: None
Spell Resistance: No

This ritual will magically draw a map onto a piece of high quality vellum or parchment, which can be as large as 2 feet on a side. The ritual will divine the information necessary to fill in the details of the map. The map can be of any scale of your choosing from 1 inch equals 5 ft. to 1 inch equals 100 miles. The smaller the scale of the map, the greater the detail that will be filled in. For purposes of navigation and piloting the quality of the map will depend on scale. At 1 inch equals 100 miles the map will be +0 quality; at 50-99 miles, +1; at 20-49 miles, +2; 10-19 miles, +4; and less than 10 miles +5. Your position at the time the ritual is cast must be somewhere within the scope of the map. You must touch one spot on the paper and that will represent your location on the map. You can use a sheet of paper smaller than 2 ft. by 2 ft., but this will not take full advantage of the ritual as the information that does not fit on the paper will simply be lost.

This ritual will not necessarily reveal hidden doors, secret passages, islands shrouded by magic, or other concealed locations. It is ultimately up to the discretion of the GM to determine what details this ritual will reveal.

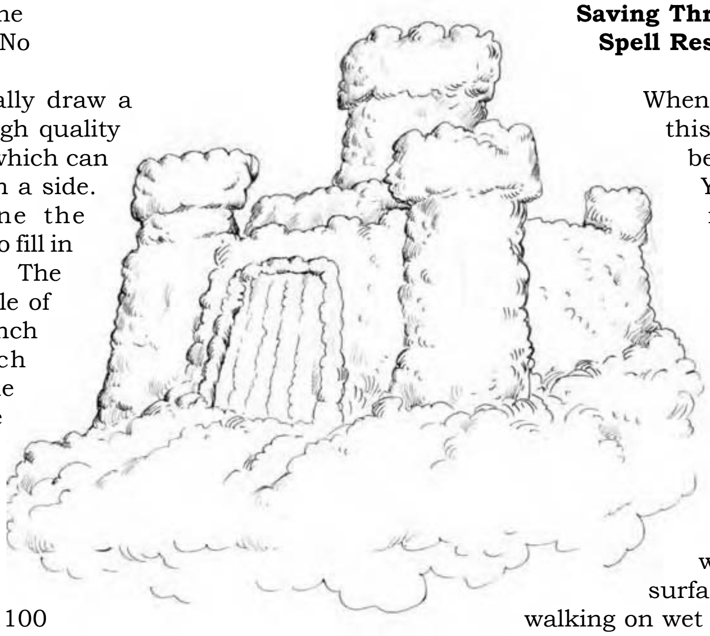
Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: See *Arcane Ritual Critical Failure* table.

Flaw: Some key details of the map are incorrect, and see *Arcane Ritual Flaw* Table.

Cloud Fortress

Divine Ritual (Druid)
Conjuration
DC: 36
Flaw: 1
Components: S, V, M
Korba: 14 drams
Casting Time: 10 minutes
Range: 1000 ft.
Effect: On large cloud of 1000 ft. radius
Duration: Permanent
Saving Throw: None
Spell Resistance: No



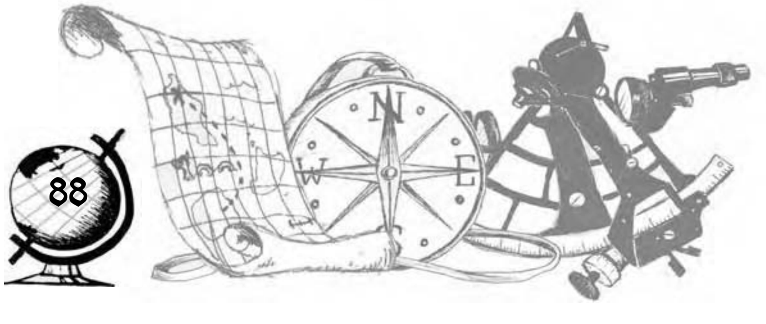
When you successfully complete this ritual you will call into being a large magical cloud. You must be at least 500 ft. in the air at the time the ritual is cast. The cloud has the magical property of being semi-solid. It can support creatures and objects of up to 1,500 lbs, regardless of shape. Heavier objects will sink through the cloud and fall out the bottom. The cloud has a spongy texture and walking on the upper surface of the clouds feels like walking on wet soggy ground.

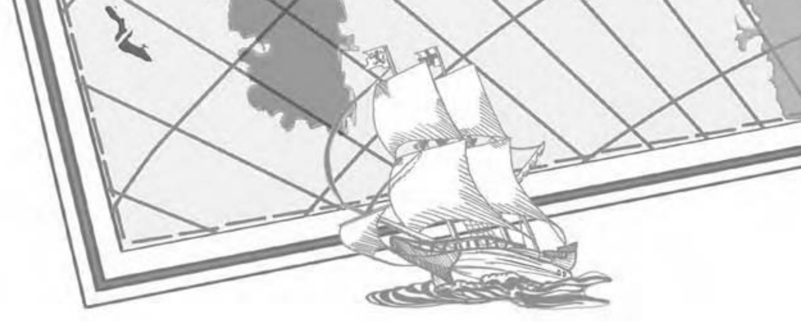
In addition to the cloud, the ritual will create a castle made out of the semi-solid cloud itself. The castle can be of any design but the linear length of the outer wall cannot exceed 400 ft. and the height of the castle cannot exceed 60 ft. Any number of beds, chairs, or other similar soft furniture, also made from the cloud itself, can be included, but no other accoutrements will be created. The walls of the fortress have an effective hardness of 20. Any weapon that does 20 or fewer points of damage will simply bounce off the soft spongy walls. Projectile weapons that do more than 20 points of damage will pass through the walls and so can damage creatures and objects within (subtracting 20 from the damage done), but the walls themselves will not be damaged. The cloud and fortress are magically very coherent and will not be blown apart or damaged by any wind or similar effect, nor can they be burned away by sun or heat.

Critical Success: See *Divine Ritual Critical Success* table.

Critical Failure: See *Divine Ritual Critical Failure* table.

Flaw: See *Arcane Ritual Flaw* Table





Create Ship

Arcane Ritual
Transmutation
DC: 32
Flaw: 2
Components: V, S
Korba: 12 drams
Casting Time: 10 minutes
Range: 1,000 ft.
Target: 1 ship
Duration: Instantaneous
Saving Throw: None
Spell Resistance: No

This ritual will magically create one ship of any design and up to 120 ft. in length. The power of the ritual will draw together raw materials, which must be within the range of the ritual. If there are no raw materials, (such as wood), available, then the ritual will automatically fail. Wreckage can serve as raw material, but the ritual will not cannibalize existing structures. The complete ship will come together wherever you desire within range.

The ritual must be guided by knowledge of the design of the resultant ship. This can come from any of three potential sources. If a ship of the same design is within range it can be used as a template for the ritual. Also, you can have the detailed blueprints for the desired ship in your possession at the time of the ritual casting. Finally, if you have at least 6 ranks in Profession (shipwright) and are familiar with the desired ship design, that will also suffice. Someone other than you (the ritualist) having this knowledge and attempting to describe it to you is not sufficient.

The resultant ship will be complete with sails, rigging, anchor, and everything needed for it to be seaworthy. Nautical instruments and armaments are not included, unless they are a part of the ship design, such as a ram.

Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: See *Arcane Ritual Critical Failure* table.

Flaw: See *Arcane Ritual Flaw* Table

Ghost Wind

Arcane Ritual
Evocation
DC: 26
Flaw: 1
Components: V, S
Korba: 6 drams
Casting Time: 10 minutes
Range: Touch
Target: 1 large object
Duration: Permanent
Saving Throw: None
Spell Resistance: No

This ritual summons a light wind, which will always blow from a fixed direction with respect to the object that is the target of the ritual. The primary use of this ritual is to enchant a ship so that there is always a steady breeze blowing from its aft. However, other creative uses have been found for it.

Note that the wind does not supersede any natural wind that may be blowing. It merely adds to it. Thus, a strong head-wind would only be lessened not negated by the enchantment. However, the wind summoned by this ritual guarantees that a ship will never be becalmed, and it also adds to the ship's maneuverability (one class better for ships under sail). A captain has to spend at least 10 days maneuvering with the enchanted ship and learning the unusual behavior of the summoned wind (which turns with the ship as the ship moves) before he can make full use of the increased maneuverability.

Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: Storm summoned.

Flaw: See *Arcane Ritual Flaw* Table

Raise Atoll

Arcane Ritual
Conjuration
DC: 25
Flaw: 1
Components: V,S
Korba: 5 drams
Casting Time: 10 minutes
Area: 100 ft. diameter
Duration: 1 year
Saving Throw: None
Spell Resistance: No

Casting this ritual, which must be done at sea, causes the earth to rise from the bottom of the ocean to create a rocky atoll like island. The island is 100 ft in diameter with three caves that can shelter up to 10 creatures each. To cast this ritual you must be afloat on the sea, and at least 20 miles from any coastline. The atoll is semi-permanent; it will slowly erode away and will be completely gone after 1 year.

Critical Success: See *Divine Ritual Critical Success* table.

Critical Failure: See *Divine Ritual Critical Failure* table.

Flaw: The island is inhabited by monsters of the GM's choice.

Shell Vessel

Arcane Ritual
Transmutation
DC: 35
Flaw: 2

Components: V, S, M
Korba: 14 drams
Casting Time: 10 minutes
Range: 500 ft.
Target: 1 seashell
Duration: Permanent
Saving Throw: None
Spell Resistance: No

This ritual must be cast upon any seashell that has a cavity, such as a conch or a nautilus shell. It cannot be cast upon a flat shell, such as a clam. Once complete the shell will enlarge so that its largest dimension is 60 ft. long. The inside of the shell will be filled with a permanent bubble of fresh air, which will remain at a comfortable temperature and pressure regardless of conditions outside the shell. The shell will basically have been turned into a magical underwater vessel.

Upon casting the ritual a binding phrase must be chosen. Whoever speaks the binding phrase while inside the shell will become the captain of the vessel for that day, and a new captain cannot be made until the next day. The captain has complete control over the movement of the vessel, including ascending and descending and forward movement. The captain also has control over the opening to the vessel, which becomes a magical hatchway. It can be closed over by the same material as the shell itself or opened. The hatchway can also be made transparent if desired, so that it can act as a porthole. It can be opened even while underwater, and the bubble of fresh air inside the shell will remain intact, keeping any water from coming in. Occupants of the shell vessel can freely leave and reenter the vessel if the hatchway is open.

Regardless of the type of shell used, a shell vessel made with this ritual has the following characteristics:

Hull: Magically hardened seashell in the shape of the shell used to cast the ritual, 60 ft. long in greatest dimension. Hardness: 25, Break DC: 60, HP: 250. Hatchway has same hardness and break DC and has 75 hit points.
Depth: 2,000 ft.
Capacity: 20, maximum size is Large
Air: Indefinite - permanent fresh air inside the shell
Propulsion: Magical
Speed: 90 ft
Maneuverability: C
Climb/Descend: 10 ft. per round
Armaments: None

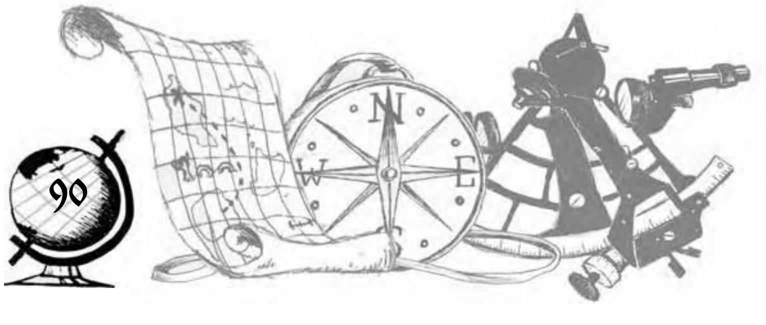
Ship of Bone

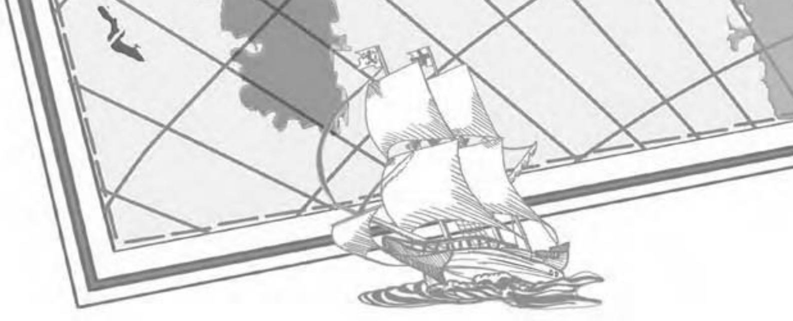
Arcane Ritual
Necromancy
DC: 34
Flaw: 4
Components: V, S
Korba: 16 drams
Casting Time: 10 minutes
Range: 2,000 ft.
Target: 1 ship
Duration: Instantaneous
Saving Throw: None
Spell Resistance: No

This ritual is similar to the Create Ship ritual except that it creates one ship of a specific design that is entirely made of bone. At the successful completion of the ritual, which must be cast on or near a large body of water, any bones within range, usually from the carcasses of sea creatures, will come together to form a ship made entirely of bones. If the bones of humanoids are within range of the ritual, then they will be animated as skeletons to serve as the crew. The GM should roll 1d20, if 15-19 is rolled then 3d6 skeletons are within range, if a 20 is rolled then 10d6 skeletons are within range. You can bypass this roll, however, by making sure that the bones are available within range. The ritual can create up to an optimal crew in skeletons, who will function as if they have the minimum necessary ranks in Profession (sailor).

Ship of Bone:
Size: Length: 60 ft., Beam: 18 ft., Depth: 11 ft.
Crew: Optimal: 80 (Piloting DC 19)
    Adequate: 40-79 (Piloting DC 23)
    Skeleton: 20-39 (Piloting DC 27)
    Minimum Sailing Ranks per sailor: 3
Sail: Square-rigged. Two masts with large square sails.
Oars: 80 (40 on either side)
Speed: Sail - 7, Oars - 6
Maneuverability: Sail - F, Oars - B
Seaworthiness: +3 (good)
Cargo: 200 tons (each ton can be used for 500 rations)
Transport: 120
Hull: Hit points: 150, Hardness: 15, Break DC: 40. Deep keeled hull designed for ocean travel, unable to travel in shallow rivers.
Deck: Hit points: 120, Hardness: 7
Armaments:
    Standard
    1 small catapult fore
    1 large catapult aft
    4 large catapults on deck (2 port, 2 starboard)
    Large Ram (base damage 3d8, hardness 24)
    Optional
    None

In addition, the ship will detect for evil. All those aboard the ship of evil alignment have an SR of 20 vs spells cast by good casters. Undead aboard the ship are bolstered so that their effective HD is +5 for purposes of turning. The ship itself can be turned by a good cleric or paladin, and should be treated as a 22 HD creature. If the turning is successful, the ship





and all undead crew created by the ritual will fall apart and the ritual will be dispelled.

Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: See *Arcane Ritual Critical Failure* table.

Flaw: See *Arcane Ritual Flaw* table.

Skeleton Crew

Arcane Ritual
Necromancy
DC: 24
Flaw: 2
Components: V, S, M
Korba: 1 + special
Casting Time: 10 minutes
Range: 100 ft.
Duration: 1 Day
Saving Throw: None
Spell Resistance: No

This ritual summons skeletons to crew a ship. The skeletons will obey your commands, but they are skilled only in sailing and cannot fight. The ritual will summon skeletons with 40 ranks in sailor per dram of korba burned above the base of one. Therefore, 5 drams of korba will yield skeletons with 160 ranks in sailor. The number of skeletons actually summoned is determined by the number of ranks in sailor each skeleton is to have. For example, if each skeleton is to have 4 ranks in sailor, then 5 drams of korba will summon 40 skeletons (40 x 4 = 160). Or 80 skeletons with 2 ranks can be summoned, or 20 skeletons with 8 ranks, etc. This ritual cannot summon skeletons with more than 10 ranks in sailor.

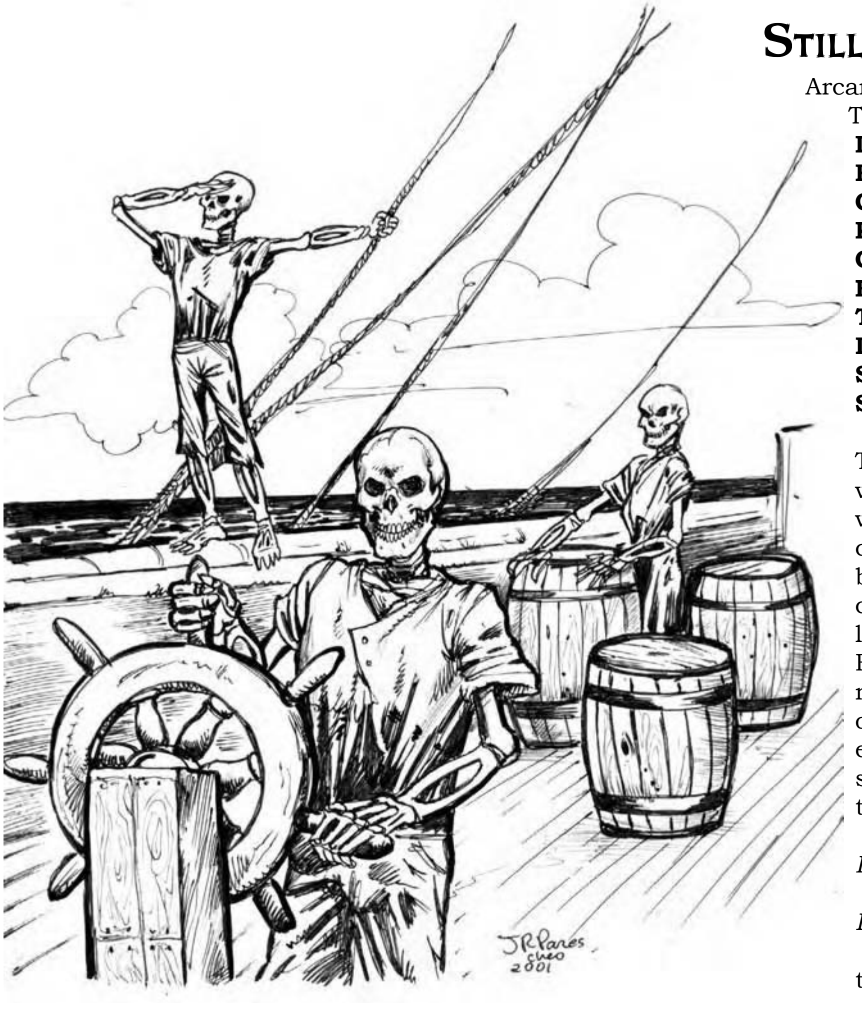
These skeletal sailors are not affected by the *enhance crew* spell. They are tireless and do not need to be supervised, as they can function on their own, but will follow the last command given until they are given a new command. They have as many ranks in Sea Legs as they do in Sailor. They are undead and are therefore affected by anything that affects undead, such as turning.

The material component for this spell is a piece of bone that was taken from a sailor.

Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: See *Arcane Ritual Critical Failure* table.

Flaw: See *Arcane Ritual Flaw* table



Still Water

Arcane Ritual
Transmutation
DC: 28
Flaw: 2
Components: V, S
Korba: 4 drams
Casting Time: 10 minutes
Range: Long (400 ft. +40 ft/level)
Target: 1 ship
Duration: 10 days (D)
Saving Throw: None
Spell Resistance: No

This ritual affects one target ship which is then in still water. The ritual will becalm all winds and slow all currents so that the target ship will be surrounded by a zone of complete calm. Ships that rely upon sails for locomotion will be unable to sail. Rowing will function normally. This ritual does not work on rivers, only ocean currents. It will, however, calm extreme weather, even a hurricane, so that the ship will appear to be in the eye of the storm

Critical Success: See *Arcane Ritual Critical Success* table.

Critical Failure: See *Arcane Ritual Critical Failure* table.

Flaw: See *Arcane Ritual Flaw* table.

Unsinkable Ship

Divine Ritual (Cleric)
Abjuration
DC: 36
Flaw: 3
Components: S, V
Korba: 16 drams
Casting Time: 1 hour
Range: Touch
Target: 1 ship
Duration: 1 month
Saving Throw: None
Spell Resistance: No

You may cast this ritual upon any ship. If successful, the ship will become magically buoyant and unsinkable for a period of 1 month. The ship may still take damage as normal and may also founder as normal; however, it will always stay afloat and will never sink beneath the water. This ritual also has the effect of granting a +2 benefit to all skill checks to see if the ship has foundered for any reason.

Critical Success: See *Divine Ritual Critical Success* table.

Critical Failure: See *Divine Ritual Critical Failure* table.

Flaw: See *Divine Ritual Flaw* table.

Whirlpool

Divine Ritual (Druid)
Transmutation
DC: 28
Flaw: 2
Components: S, V
Korba: 8 drams
Casting Time: 5 minutes
Range: 2000 ft.
Area: Area of water 1000 ft. in diameter at the surface
Duration: Permanent
Saving Throw: None
Spell Resistance: No

You may cast this ritual upon any large body of water, so that at least 1000 ft. of water surrounds the area of effect on all sides. If successful, the ritual will create a magical permanent whirlpool in the water. Anything on the surface of the water, whether a ship or a swimming creature, that comes within the 1000 ft. diameter of the whirlpool will be drawn toward the funnel at the center, which leads straight down to the water's bottom to a maximum of 1000 ft. deep. The whirlpool is considered a terrain hazard of +10 for the purposes of piloting. Once a ship is caught in the whirlpool, the pilot has one chance to maneuver his ship out of the whirlpool by making a piloting skill check at a -12 circumstance penalty, +1 for every knot of the ship's current speed as it enters the whirlpool. Therefore, a ship traveling at 6 knots as it enters the whirlpool can make a pilot skill check at a penalty of -6. If a ship is within the area of effect at the time the ritual is cast, then it will be caught and will sink with no possibility of being saved by simple piloting.

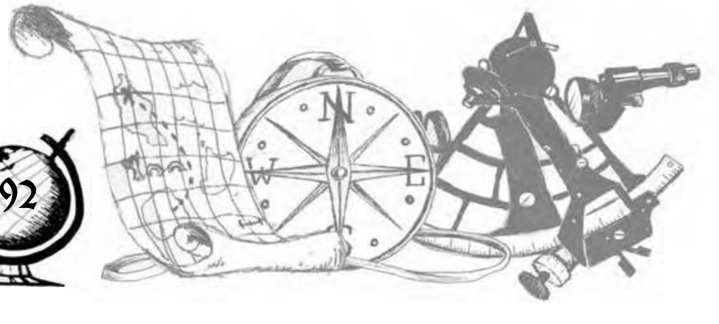
Creatures caught in the whirlpool may try to swim away by making a Swimming skill check (DC 25). This skill check is made at a -2 penalty for each size category less than Large, and a +2 bonus for each size category greater than Large. If the skill check is failed, then the creature will be sucked down to the water's bottom or 1000 ft. down maximum. Normal rules for drowning and the effects of depth and temperature apply. The journey down the whirlpool will take 5 rounds. Another Swimming skill check (DC 20) should be made at this time, and if it succeeds, the creature can escape the funnel and immediately start swimming back to the surface. If the check fails then the creature must spend another 5 rounds caught at the bottom of the funnel and must make another Swimming skill check to try to escape.

Critical Success: See *Divine Ritual Critical Success* table.

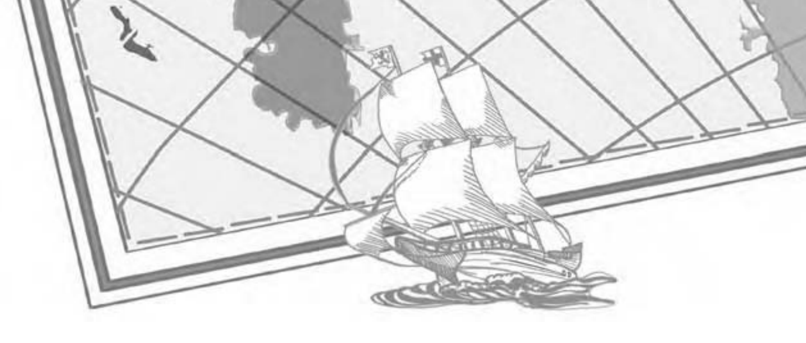
Critical Failure: See *Divine Ritual Critical Failure* table.

Flaw: See *Divine Ritual Flaw* table.

> "We can control the weather, the wind, the tides... make us invisible, hide our progress, disguise our booty as moldering cloth. We can mend the ship, bolster the crew, destroy the opposition. All we ask for is that you supply the korba to cast our rituals, and the first two picks of any magical treasure we come across. I think that's a small price to pay."
>
> *~ Magus Varnax, Senior Arcanus of the Magus Guild, overheard negotiating with a captain for the employ of his guildmates*



Chapter 10:
Nautical Magic Items



Armor

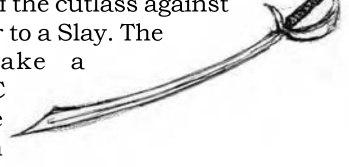
Armor of the Eagle: This is +1 leather armor that is decorated with eagle feathers, including an eagle head hood. In addition, the wearer of this armor will have an increased ability to tolerate high altitudes. In effect they will be acclimated to an altitude of 15,000 feet (rather than the normal baseline of 5,000 feet). Also, if the wearer ever finds themselves in free fall, the armor will automatically sprout wings that will enable the wearer to glide safely to a landing. The wings will provide the equivalent of a *feather fall*, except the wearer may also glide horizontally at a rate of 20.
Caster Level 9th; *Prerequisites*: Craft Magic Arms and Armor, *feather fall; Market Price*: 12,500 gp; *Cost to Create:* 6,250 gp + 500 xp.

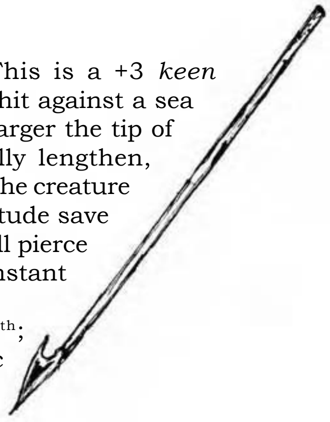
Armor of Swimming: This armor is a suit of chainmail that allow the wearer to swim as if they were not wearing any armor for purposes of Swim checks.
Caster Level: 6th; *Prerequisites*: Craft Magic Arms and Armor, freedom of movement; *Market Price*: 8,500 gp; *Cost to Create:* 4,250 gp + 400 xp.

Sharkskin Armor: This is +2 leather armor made from the skin of a shark, and therefore has a grayish color to it. The armor has several magical benefits to the wearer, including +5 ranks in swimming and no encumbrance to swimming. In addition, the following spell effects will be active whenever the wearer is submerged in water: *water breathing*, *clear vision*, and *aspect of the shark*.
Caster Level: 10th; *Prerequisites*: Craft Magic Arms and Armor, water breathing, clear vision, and aspect of the shark; *Market Price*: 18,500 gp; *Cost to Create: 9*,250 gp + 600 xp.

Weapons

Cutlass of Captain Slaying: This weapon is a normal +1 magical cutlass with one exception: if used in a battle against the Captain of a ship, the first strike of the cutlass against the Captain is similar to a Slay. The Captain must make a Fortitude save (DC 20) or die. If the Captain is an undead, then the same holds true, but the Captain is then destroyed. After the first strike the cutlass will revert to a simple +1 weapon.
Caster Level: 13th; *Prerequisites*: Craft Magic Arms and Armor, *finger of death, magic weapon; Market Price*: 32,500 gp; *Cost to Create:* 14,000 gp + 1,000 xp.





Harpoon of Piercing: This is a +3 *keen harpoon*. On any critical hit against a sea creature of size Huge or larger the tip of the harpoon will magically lengthen, seeking out a vital organ. The creature struck must make a Fortitude save (DC 15) or the harpoon will pierce a vital organ and cause instant death.
Caster Level: 12th; *Prerequisites*: Craft Magic Arms and Armor, harm; *Market Price*: 42,500 gp. *Cost to Create: 21*,250 gp + 1875 xp.

Spear of the Shark: These +1 spears can be thrown onto the water or while underwater with the same efficiency as on dry land. In addition, the spear will return to the character at the end of the round, if it does not strike it's target.
Caster Level: 6th; *Prerequisites*: Craft Magic Arms and Armor, freedom of movement; *Market Price*: 37,500 gp. *Cost to Create:* 18,300 gp + 1225 xp.

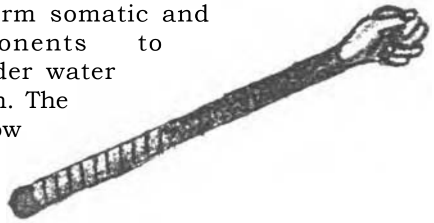
Whale-tooth Dagger: This is a +1 dagger made from the tooth of a sperm whale. In the hands of a Sea Scout who is not of evil alignment, however, it becomes a +5 dagger and provides SR 20 against spells from evil sea creatures.
Caster Level: 14th*; Prerequisites:* Craft Magic Arms and Armor, dispel magic; creator must be good*; Market Price:* 42,000gp. *Cost to Create:* 21,000 gp + 2225 xp.

Rings

Ring of Protection from Sharks: This ring will allow the bearer to be “invisible” to sharks. Sharks will not be able to sense the movement of this ring’s wearer.
Caster Level: 6th*; Prerequisites:* Forge Ring, animal friendship, invisibility*; Market Price:* 10,500gp.

Ring of the Stars: This ring gives the wearer the ability to know at all times their location with respect to the fixed stars, as well as the relative position of the stars to the time of day. The effect of this is that the wearer can know at will their exact latitude and longitude. This information can be conveyed in accordance to the fund of knowledge of the character and the navigational system in use by their culture. Therefore, a navigator in an advanced seafaring culture may be given actual minutes and degrees of latitude and longitude, while someone without this knowledge may simply be told their position in distance relative to a known reference. However, if location can only be expressed as relative to a reference point, the character must have discerned their location relative to the stars while at that reference point.
Caster Level: 8th; *Prerequisites*: Forge Ring, know direction; *Market Price*: 52,500gp.

Rods



Rod of the Deep: This rod allows its wielder to perform somatic and verbal components to spellcasting under water without restriction. The rod does not allow for any other actions or communication, but the wielder may cast spells freely as if they were on dry land. The effects of the spells, however, are not changed.
Caster Level: 6th*; Prerequisites:* Craft Rod, underwater communication; *Market Price:* 30,000 gp.

Staffs

Staff of the Arcane Mariner: This staff appears to be carved from driftwood and is adorned with a large black pearl at the top. It is intended to provide spells useful to a ship’s mage. This staff allows the use of the following spells:
Enhance crew (1 charge, DC 16)
Founder ship (2 charges, DC 20)
Greater mirror image (1 charge, DC 16)
Harden (1 charge, DC 16)
Mend ship (1 charge, DC 16)
Right ship (2 charges, DC 20)
Soak (1 charge, DC 16)
Caster Level 14th*; Prerequisites:* Craft Staff, enhance crew, founder ship, greater mirror image, harden, mend ship, right ship, soak; *Market Price:* 140,000 gp.

Staff of the Skeleton Crew: In the hands of an evil character, the staff allows the user to summon 12 skeletons to handle the tasks of sailing a ship. The user distributes 12 points worth of each of the following skills among the 12 skeletons: Artillerist, Navigation, Pilot, Sailor, and Sea Legs. The skeletons will listen to every command of the character, so long as they are in control of the staff. The skeletons remain animated until destroyed or dispelled by the character. For every 12 skeletons summoned, one charge from the staff is used.

If a character of good alignment tries to use the staff, the skeletons will appear and attack the wielder. If used by a neutral character, nothing happens.
Caster Level: 15th *; Prerequisites:* Craft Staff, animate dead, control undead; *Market Price:* 81,000 gp

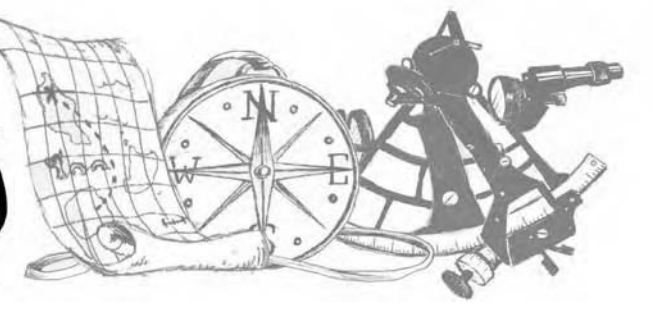
Wondrous Items

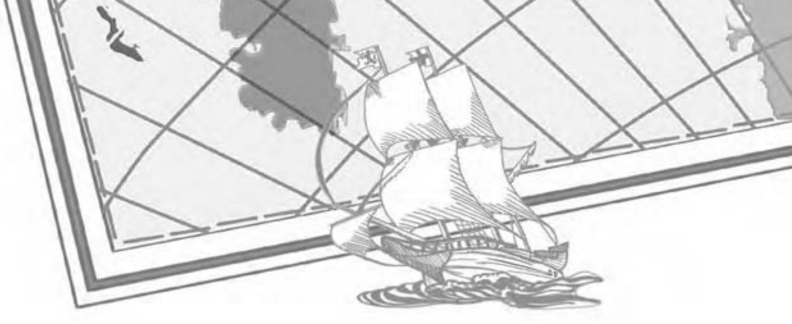
The Admiral’s Sextant: This is an enchanted sextant that grants a navigator a +10 bonus to all skill checks in navigation.
Caster Level: 12th*; Prerequisites:* Craft Wondrous Item, creator must have 5 ranks in the Profession - Navigation skill*; Market Price:* 4,000gp; *Weight:* 1lb.

Air Bubble: Air bubbles are magic spheres that can hold a single medium-sized creature with all of their possessions. When these magical ‘skins’ are stepped into, the character in the bubble is protected from drowning or even getting wet when they step into the water. Once submerged in the water, a character in an air bubble can travel at 1/10 their normal land movement. Characters cannot attack through an air bubble, and they can not cast spells on anyone except themselves. An Air Bubble can withstand 20 points of magical damage before it is destroyed. When not being used, Air Bubbles can be crumpled into a ball the size of a fist for easy storage.
Caster Level: 5th; *Prerequisites*: Craft Wondrous Item, water breathing; *Market Price*: 7,500 gp.

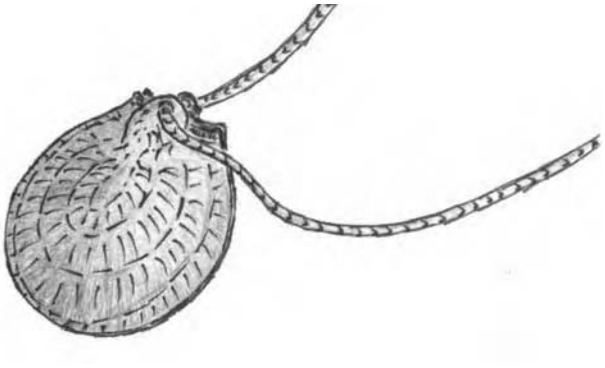
Alura’s Blush Pendant: This pedant provides air for underwater travelers. The pendant is a pinkish clam shell (an Alura’s Blush shell) rimmed in gold. The clam opens if a command word is spoken.

On the command “Looft” the clam releases a small bubble of air that can be inhaled by one person. This bubble acts as a Water Breathing spell with a duration of 6 hours. This command requires 1 charge.





On the command "Shootz" the clam releases a large bubble of air and remains open. The bubble of air remains attached to the clam as long as it is open and not moved more than 10' from where it was invoked. It forms a 10' diameter sphere above the clam (a 15' diameter hemisphere if clam is placed on the floor). The air in the bubble can sustain 4 human-sized air-breathing creatures for 12 hours. A larger/smaller number of creatures decreases/increases the duration appropriately (total is always 48 creature-hours). This command requires 3 charges. The first command can still be invoked while the second is in effect.



The pendant holds up to 100 charges, but only at most 5 can be used in any given 24-hour period. In order to recharge the pendant, it needs to be out of the water. Each *water breathing* spell cast at it will restore one charge.
Caster Level: 7th*; Prerequisites:* Craft Wondrous Item, water breathing; *Market Price:* 3,000 gp + 30 gp/charge; *Weight:* negligible

Boots of Airy Walking: These magical boots will always keep the wearer treading 1" above the immediate surface. Therefore, a wearer could cross a calm mill pond, but could not simply walk across a 10' deep pit. If the wearer tries to walk across an object that he normally would not (such as a tight rope), he must still make the appropriate skill rolls to prevent himself from falling. Another feature of these boots is that the wearer leaves no tracks via footprints. Anyone trying to track the wearer receives a -15 penalty to their Wilderness Lore skill checks.
Caster Level: 9th*; Prerequisites:* Craft Wondrous Item, telekinesis; *Market Price:* 9,000gp; *Weight:* 1 lb.

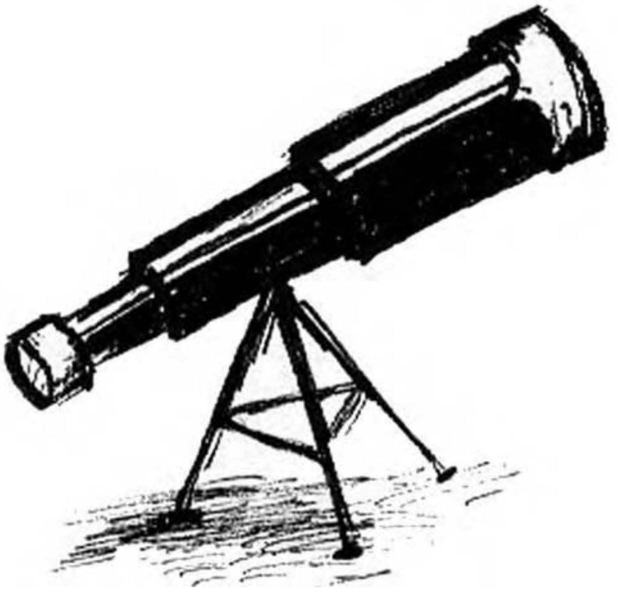
Boots of Shipwreck Survival: These boots provide a +4 arcane bonus to all Swim checks made by the wearer.
Caster Level: 9th*; Prerequisites: C*raft Wondrous Item, aspect of the shark; *Market Price:* 9,000 gp; *Weight:* 1 lb.

Cloak of the Seal: This cloak is fashioned out of the finest seal furs. It provides the ability to swim (+10 ranks in the Swim skill) and keeps the wearer warm in even the most frigid waters (or in air down to just below freezing – ca. 20° F but not lower).
Caster Level: 5th*; Prerequisites:* Craft Wondrous Item, resist elements; *Market Price:* 5,500 gp*; Weight:* 2 lbs.

Cloak of Storms: This powerful cloak can be used, once per day, to affect the weather at sea. The wearer may increase or decrease the severity of the weather by 1 or 2 grades (see the *Random Weather at Sea* table). The duration of the effect is one day, and the area affected is a 5 mile radius centered on and moving with the cloak.
Caster Level: 13th*; Prerequisites:* Craft Wondrous Item, Control Weather; *Market Price:* 17,500gp; *Weight:* 5 lbs.

Dragstone: This perfectly round sphere of granite is enchanted to allow flying ships to treat the air as water, negating the need for stabilizing sails (see *Chapter 2: Ships* for more details).
Caster Level: 14th*; Prerequisites:* Craft Wondrous Item, air walk, control winds; *Market Price:* 50,000 gp; *Weight:* 100 lbs.

Farscope: This rare enchanted telescope is the envy of every sea captain. It has a magnification of 10x, compared with 4x for normal telescopes. More important, it allows its user to see around the curvature of the surface of the sea, eliminating this curvature as a limiting factor in seeing at great distance. A lookout armed with a farscope, even from the deck of the ship, can see an enemy vessel approaching long before their own ship can be seen.
Caster Level: 15th*; Prerequisites:* Craft Wondrous Item; *Market Price:* 35000 gp.



Fire-cannon Balls: These appear to be ordinary cannon balls of any size; however; upon impact they unleash a 10 die *fireball* as per the spell. The cannonballs do their ordinary damage plus the 10d6 damage of the fireball. Once used, the magic in these items are spent and the cannonballs, of course, destroyed.
Caster Level: 7th*;Prerequisites:* Craft Wondrous Item, fireball; *Market Price:* 500 gp.

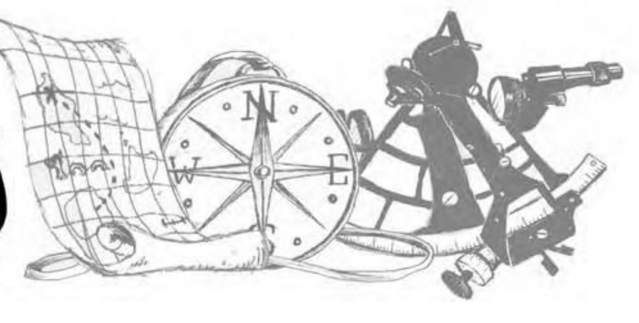
Gloves of Shipwreck Survival: These gloves provide the Endurance feat to the wearer while swimming only. They have no effect on wearers who already possess the feat. In addition, the wearer takes half damage from impact damage while immersed or submerged.
Caster Level: 8th; Prerequisites: Craft Wondrous Item, endure elements, creator must possess the Endurance feat. *Market Price:* 5,000 gp; *Weight:* 0.5 lbs.

Liftstone: This perfectly round sphere of granite is enchanted to lift ships into the air, turning them into a flying ship. The rate of ascent and descent depend on the class of ship (see *Chapter 2: Ships* for more details).
Caster Level: 12th*; Prerequisites:* Craft Wondrous Item, levitate; *Market Price:* 50,000 gp; *Weight:* 100 lbs.

Masthead of Recall: The masthead can be attuned to up to 50 people at a time. When any that are attuned to the masthead use the word of recall, they will find themselves aboard the ship to which the masthead is attached. This power functions only if the attuned person is on the same plane as the masthead.
Caster Level: 13th; *Prerequisites:* Craft Wondrous Item, word of recall; *Market Price:* 264,000 gp; *Weight:* 150 lbs.

Pylae Termo's Conch: This shell enables the person who blows it to *control water* as per the spell, except that it can only be used to lower the water level. It is primarily carried on ships in order to expel water from the ship after it has been swamped and is in danger of sinking. The effect of the *control water* is at 10th level. Each use requires one charge. The conch can hold up to 25 charges, and can be recharged by placing a pearl (value at least 500 gp) into it and casting *control water* spells at it. The pearl disappears when the casting stops.
Caster Level: 5th*; Prerequisites:* Craft Wondrous Item, control water; *Market Price:* 10,000 gp; *Weight:* 1 lb.

Sea Pearl: These are small white pearls that when dropped into water will quickly dissolve, releasing bubbles of fresh air. The bubbles of air cannot be breathed because they are too small and fizzy, unless the air is first trapped. The pearls are typically used to refresh the air in underwater vessels. Each such pearl will refresh 5 air hours (see *Chapter 5, Underwater Adventuring*).
Caster Level: 7th*; Prerequisites:* Craft Wondrous Item, cloak of air; *Market Price:* 200 gp; *Weight:* negligible.



Testugo's Spyglass: When staring into this spyglass, the viewer may get a look at any other ship or person that is currently traveling the ocean. The user must either be in visual contact with the vessel, or be familiar with the ship and know it by name. The viewer does not inherently know the location viewed but can make educated guesses based on time of day, shape of coastline, weather, landmarks, etc.
Caster Level: 10th*; Prerequisites:* Craft Wondrous Item, scrying*; Market Price:* 42,000 gp.

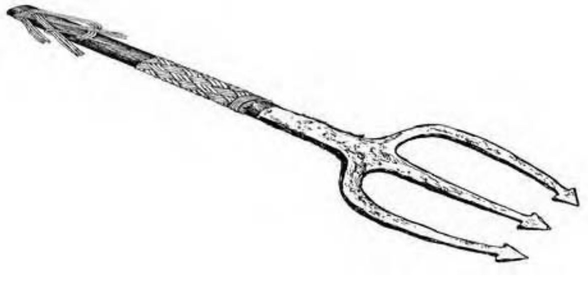
Cursed Items

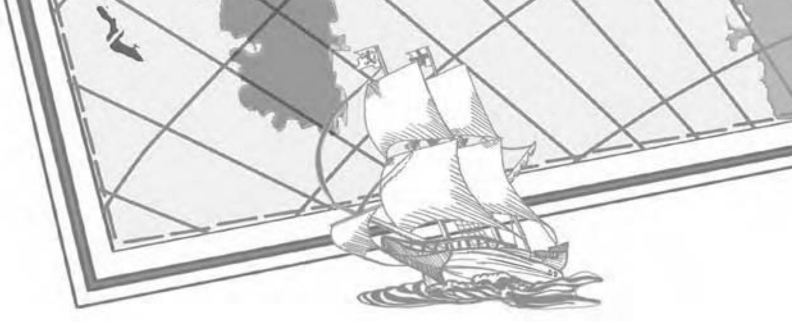
Gloves of Shipwreck: These cursed items give a –4 arcane penalty to all Constitution checks made by the wearer while attempting to swim or hold his breath.

Boots of Shipwreck: These cursed boots suddenly increase in weight to 50 pounds each whenever the wearer is immersed or submerged in water. Once the wearer is immersed, each attempt to remove a boot is a full round action that provokes attacks of opportunity and requires a Reflex save (DC 20) for success.

Minor Artifacts

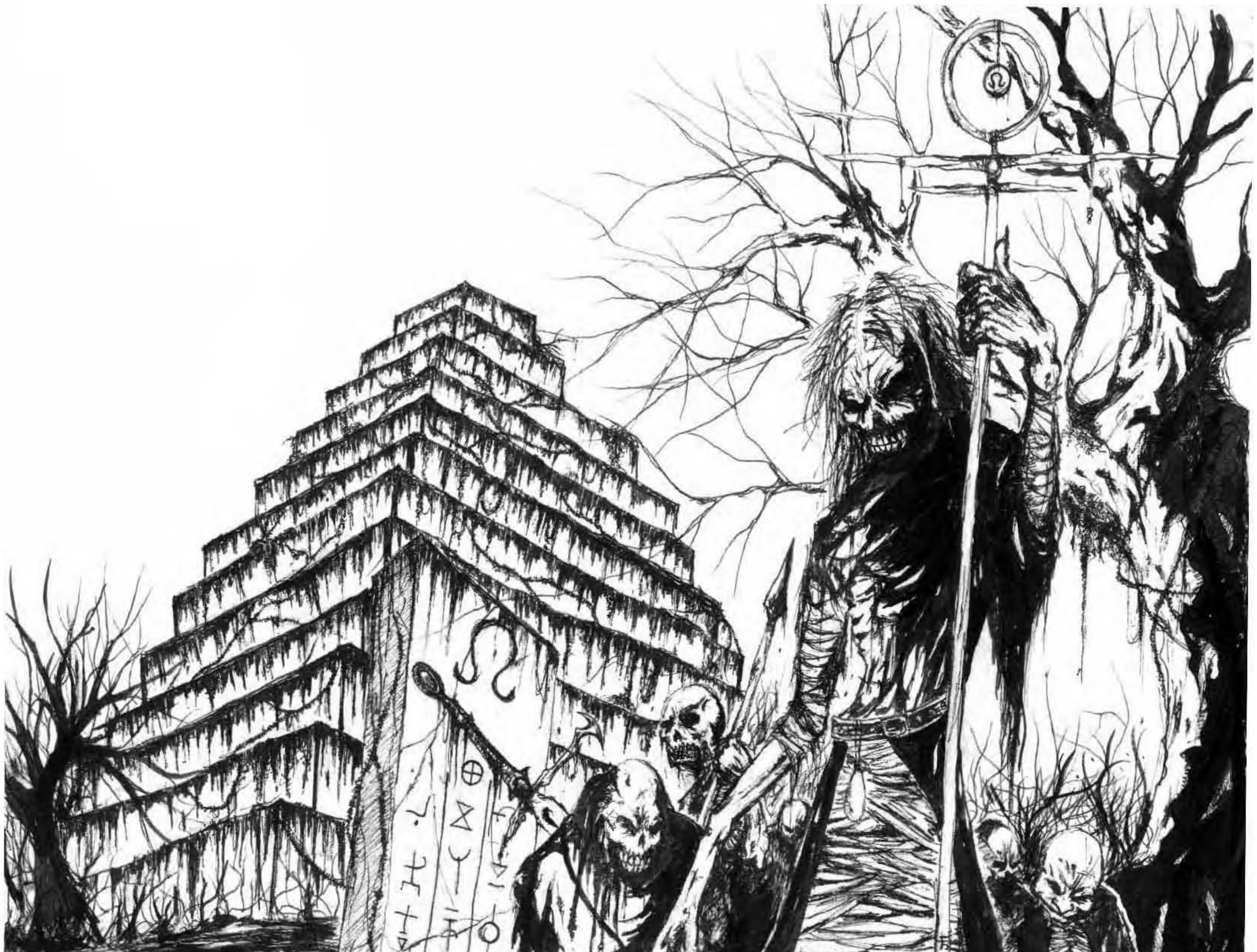
Merfolk Trident: This *+3* keen trident also enables the wielder to change their legs into a single giant finned fishtail and grants the ability to breathe water, effectively polymorphing the wielder into a merman as long as the trident is held. This transformation occurs at the will of the wielder and is a standard action. The wielder need not worry about being "disoriented" by the new form or have any difficulty adapting to their newfound abilities (see the spell description of *polymorph self* in *Core Rulebook I*). The wielder's new form, being aquatic, suffers no ill effects from depth or temperature under water, and the wielder also gains the benefit of Water Combat feat. If disarmed, the wielder will instantly revert back to their original form, which can be quite inconvenient depending on how deep underwater the character is.
Caster Level: 16th*; Weight:* 5 lbs.





Staff of the Lost Island: A long staff made of petrified wood and capped with polished coral, this evil staff grants its holder many abilities, some which drain charges and some that do not. The following powers do not cost charges:
curse water
detect good
obscuring mist
protection from good
The following powers drain 1 charge per use:
animate dead
circle of doom
create undead
slay living
unhallow
The following powers drain 2 charges per use:
create greater undead
energy drain
unholy aura
storm of vengeance
The Staff of the Lost Island gives the wielder spell resistance 21 against spells and spell-like effects cast by good aligned creatures. Unlike other charged items, the staff is typically found with 1d10 charges in it, and the rest must be harvested. The staff harvests charges from the life energy of drowned humanoids. If the staff is within 5' of a humanoid that drowns, the staff will absorb a number of charges equal to the character level of the victim. Humanoids that have been absorbed in this way have their body completely destroyed, making resurrection difficult. The staff can only hold the life energy of one humanoid at a time, so the charges gained from one victim must be completely expelled before it can absorb another. The staff can only hold 20 charges at once. If a more powerful victim is absorbed, the remaining charges are lost.

This item is infused with necromantic power, and therefore will do 8d8 points of damage to any good aligned (LG, NG, CG) creature that tries to hold it, and 4d8 to any neutral aligned (LN, N, CN) creature. *Caster Level:* 20th*;* *Weight:* 6 lbs.

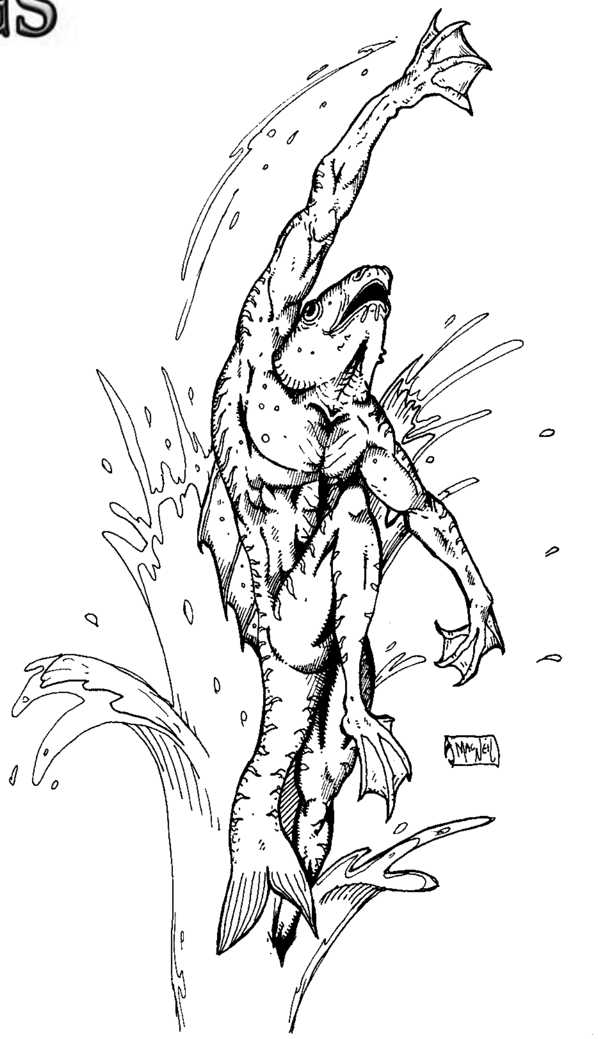


Chapter 11: Sea Creatures

Ichthymus

Small Humanoid (Aquatic)

Hit Dice:	**1d8+2 (6 hp)**
Initiative:	**+1 (+1 Dex)**
Speed:	**10 ft., Swim 60 ft.**
AC:	**13 (+1 size, +1 Dex, +1 natural)**
Attacks:	**Trident +1, or slam +1**
Damage:	**Trident 1d8+1; or slam 1d4+1**
Special Qualities:	**Tremorsense**
Saves:	**Fort +2, Ref +3, Will +2**
Abilities:	**Str 10, Dex 13, Con 15, Int 10, Wis 1, Cha 11**
Skills:	**Listen +2, Swim +10, Spot +4**
Feats:	**Spring Attack**
Climate/Terrain:	**Any Ocean**
Organization:	**Solitary, gang (2-5), school (6-12), hunting/raiding party (6-12 plus 35% noncombatants plus 1 adept or druid of 2nd - 3rd level) or commune (21-30 plus 50% noncombatants plus 1 adept, druid or cleric of 4th - 6th level)**
Challenge Rating:	**1/2**
Treasure:	**Standard**
Alignment:	**Usually neutral**
Advancement:	**By character class**



Ichthymi are a bizarre aquatic creature that resembles a fish with humanoid arms and legs coming out of the side of its body. Rarely growing to more than 3 ft. long and 50 pounds, ichthymi are denizens of the deepest parts of the oceans and rarely seen by surface dwellers. They range in color from white to yellow to light blue, and their large, black eyes are constantly moving, trying to sense movement in the water nearby. Ichthymi speak a crude form of Aquan as well as their own language of chirps and yodels. Ichthymi cannot breathe air, having gills, not lungs.

Combat

Ichthymus attack with their weapons, using their superior movement in the water to get in quick strikes against their enemies before retreating into the blackness of the surrounding water.

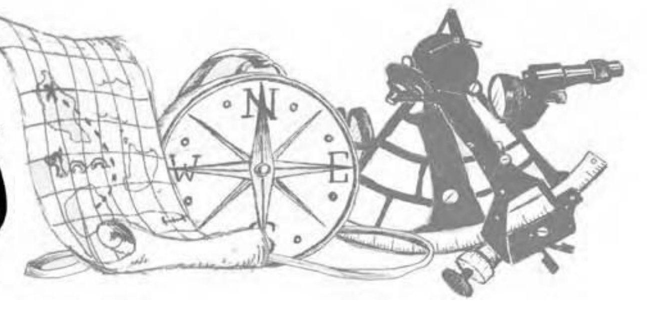
Tremorsense (Ex): An ichthymus can automatically sense anything within 60 ft. of it that is submerged in the water.

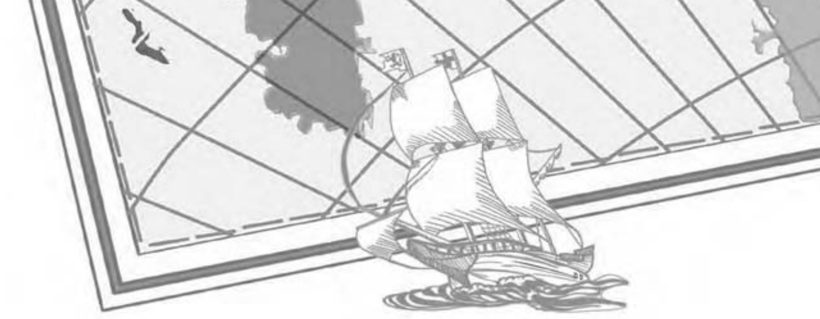
Ichthymus Society

Ichthymus live in harmony with their surroundings, living off the plants on the ocean floor and small shellfish. Their communes are quiet and peaceful, with the soft chirping of their language audible in a sort of song. They have no leaders, typically relying on the wisdom of the eldest of them. Rarely an ichthymus will display the ability to cast spells, but these rare individuals are treated as equals, not superiors. It is typical that the spellcasters are counted upon to defend the tribe if attacked, but this is considered a responsibility, not an assigned task.

Ichthymus Characters

Ichthymus' favored class is the druid.





ORCTOPUS

Large Giant (Aquatic)

Hit Dice:	**14d8+70 (133 hp)**
Initiative:	**+2 (+2 Dex)**
Speed:	**10 ft., Swim 60 ft.**
AC:	**20 (-1 size, +2 Dex, +9 natural)**
Attacks:	**Huge trident +19/+14 melee and 8 tentacle rakes +13**
Damage:	**Huge trident 2d6+13, tentacle 1d8+13**
Face/Reach:	**5 ft. by 5 ft./10 ft.**
Special Attacks:	**Improved grab, constrict 1d8+13**
Special Qualities:	**Jet**
Saves:	**Fort +14, Ref +6, Will +4**
Abilities:	**Str 29, Dex 15, Con 21, Int 8, Wis 10, Cha 11**
Skills:	**Listen +3, Swim +15, Spot +6**
Climate/Terrain:	**Any ocean**
Organization:	**Solitary, gang (2-5), school (6-9), hunting/raiding party (6-9 plus 35% noncombatants plus 1 adept or sorcerer of 3rd - 5th level) or tribe (21-30 plus 1 adept, sorcerer or cleric of 7th - 9th level, plus 18-33 giant squid)**
Challenge Rating:	**11**
Treasure:	**Standard**
Alignment:	**Usually chaotic evil**
Advancement:	**By character class**

Orctopi are horrible creatures: their upper half resembles a scaly humanoid and their lower half has eight tentacles, like a squid. On land, the giant beasts pull themselves along the ground with their massive arms, but they are graceful and agile in water. They wield huge tridents, typically made from coral and the flotsam from a shipwreck. Adults are 15 feet tall and weigh about 2000 pounds. An Orctopus can live to be 150 years old. Sea Giants speak Giant and Common.

Combat

The Orctopus typically engages in combat directly and brutally, charging forward to take full advantage of their multiple attacks.

Improved Grab (Ex): To use this ability an orctopus must hit with a tentacle attack. If it gets a hold, it can constrict.

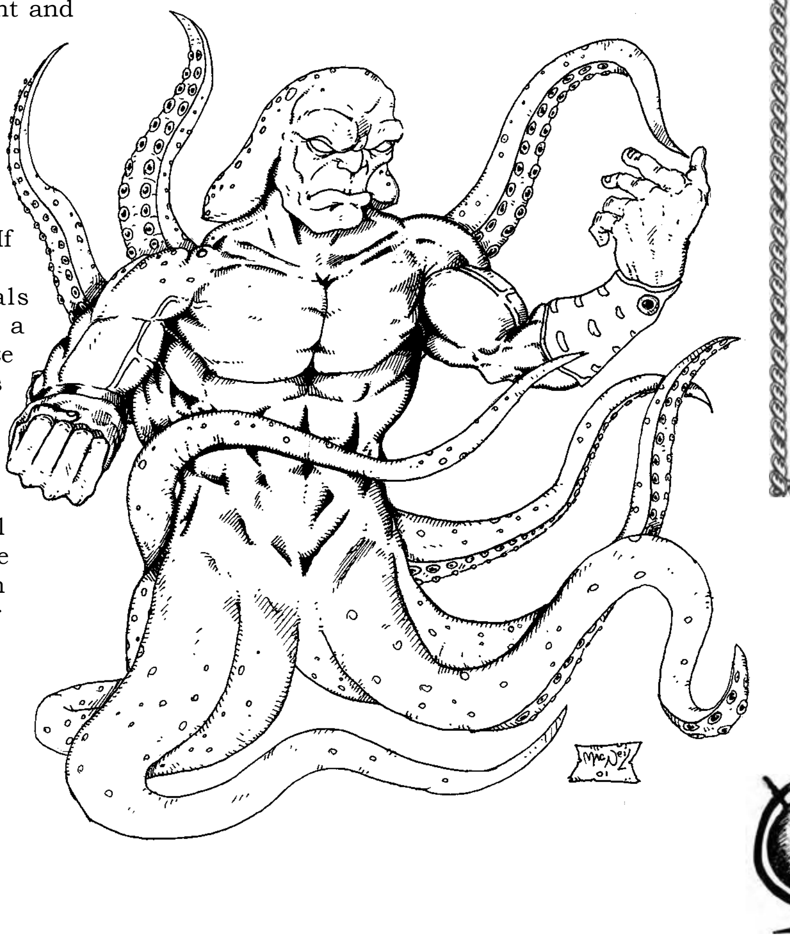
Constrict (Ex): An Orctopus deals automatic tentacle rake damage with a successful grapple check against medium-size or smaller creatures. Jet (Ex): An Orctopus can jet backward once a round as a double move action, at a speed of 240 ft.

Orctopus Society:

Orctopi live in a tribal culture, where survival of the fittest is the rule of the day. They are fairly stupid, relying on their brute strength to overpower one another with little regard for their own safety or any sort of tactics. The strongest rules over the tribe and is constantly challenged by other members of the tribe for dominance. Any Orctopus that displays spellcasting ability, either as a sorcerer or a cleric/adept, immediately separates itself from the power structure, taking on the role of an advisor to whoever ascends to chief. Despite their physical resemblances, and proclivity to live among one another, Orctopi have no relation to giant squids.

Orctopus Characters

The favored class of the Orctopus is fighter.



SIREN

Medium-size Aberration (Aquatic)

Hit Dice:	**4d8+16 (34 hp)**
Initiative:	**-2 (-2 Dex)**
Speed:	**Swim 40 ft.**
AC:	**8 (-2 Dex)**
Attacks:	**Bite +8**
Damage:	**Bite 4d6+5 plus poison**
Face/Reach:	**5 ft. by 5 ft./5 ft.**
Special Attacks:	**Poison, Charming Song**
Special Qualities:	**Image Projection**
Saves:	**Fort +2, Ref +0, Will +4**
Abilities:	**Str 21, Dex 6, Con 15, Int 10, Wis 10, Cha 13**
Skills:	**Listen +12, Swim +9, Spot +12**
Feats:	**Alertness**
Climate/Terrain:	**Any ocean**
Organization:	**Solitary**
Challenge Rating:	**6**
Treasure:	**Double Standard**
Alignment:	**Usually chaotic evil**
Advancement:	**5-9 HD (Medium-size) 10-15 HD (Large-size)**

Many sailors have been lured to a drowning death by the vicious siren. Typically characterized by the image of a beautiful woman singing on a rock, the siren is actually a disgusting bloblike creature that lurks just below the surface. The image above it is an illusion, generated to lure its humanoid prey so that it can feed. Sirens are lazy beings, preferring to hunt within a few hundred feet of their lair, typically a crevice in a rock or coral reef. The ocean floor near their lairs are littered with the personal belongings of their previous victims, as well as the occasional shipwreck from when it was lucky enough to lure a ship too close to its lair.

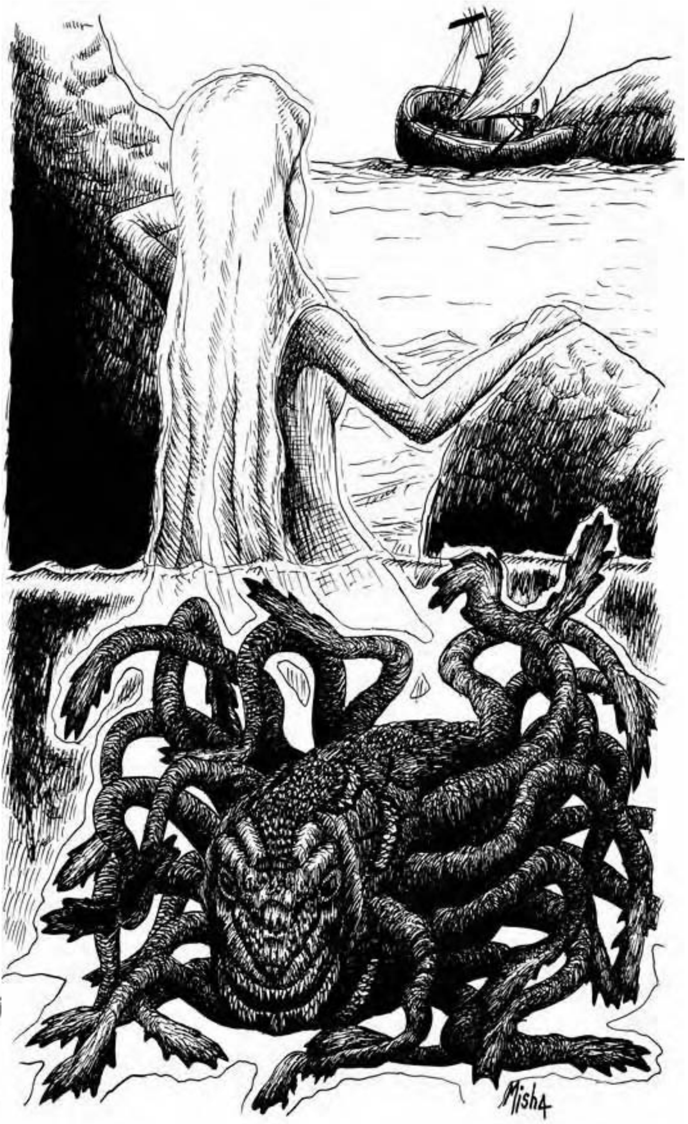
Combat

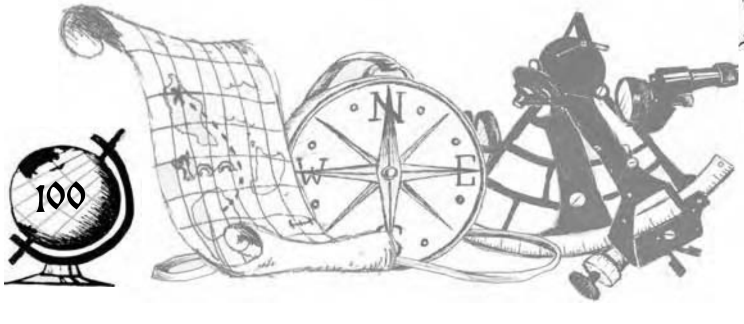
Sirens attempt to charm their prey, and then gnaw on their victims until dead. Beyond their extremely effective method of ensnaring victims, they are not creatures of subtlety or tact.

Charming Song (Su): The song of a siren is beautiful and alluring. Anyone hearing the song within 500 ft. of the siren must make a Will save (DC: 18) or be charmed by the creature as per a *dominate person* spell. The only course of action a charmed target will take is attempt to get closer to the siren. Individual sailors will jump overboard, while ship pilots will steer the ship directly to the beast.

Image Projection (Su): A siren perpetually projects the image of a beautiful woman above it. This image does nothing except catch the attention of passing sailors, hoping to lure them closer to use its song.

Poison (Ex): Bite; Fortitude save (DC: 16); initial damage 1d6 temporary Strength, secondary damage 2d6 temporary Strength.





Helicorpion

Gargantuan Beast (Aquatic)	
Hit Dice:	**28d8+84 (210 hp)**
Initiative:	**+2 (+2 Dex)**
Speed:	**Swim 90 ft.**
AC:	**22 (-4 size, +2 Dex, +14 natural)**
Attacks:	**Bite +26**
Damage:	**Bite 2d6+14**
Face/Reach:	**15 ft. by 75 ft./15 ft.**
Special Attacks:	**Improved Grab, Swallow Whole**
Special Qualities:	**Keen Scent**
Saves:	**Fort +19, Ref +14, Will +8**
Abilities:	**Str 28, Dex 15, Con 17, Int 1, Wis 10, Cha 10**
Skills:	**Listen +12, Spot +12**
Climate/Terrain:	**Any ocean**
Organization:	**Solitary or pair**
Challenge Rating:	**12**
Treasure:	**None**
Alignment:	**Always neutral**
Advancement:	**19 - 45 HD (Gargantuan) 46-80 HD (Colossal)**

One of the most fearsome animals in the ocean, the helicorpion is a massive shark-like being with a ravenous appetite. Fortunately for most sailors, the helicorpion lives only in very deep water, surviving on other large aquatic animals instead of human prey. These monstrous creatures can grow up to 75 feet long and weigh over 30,000 pounds.

Combat

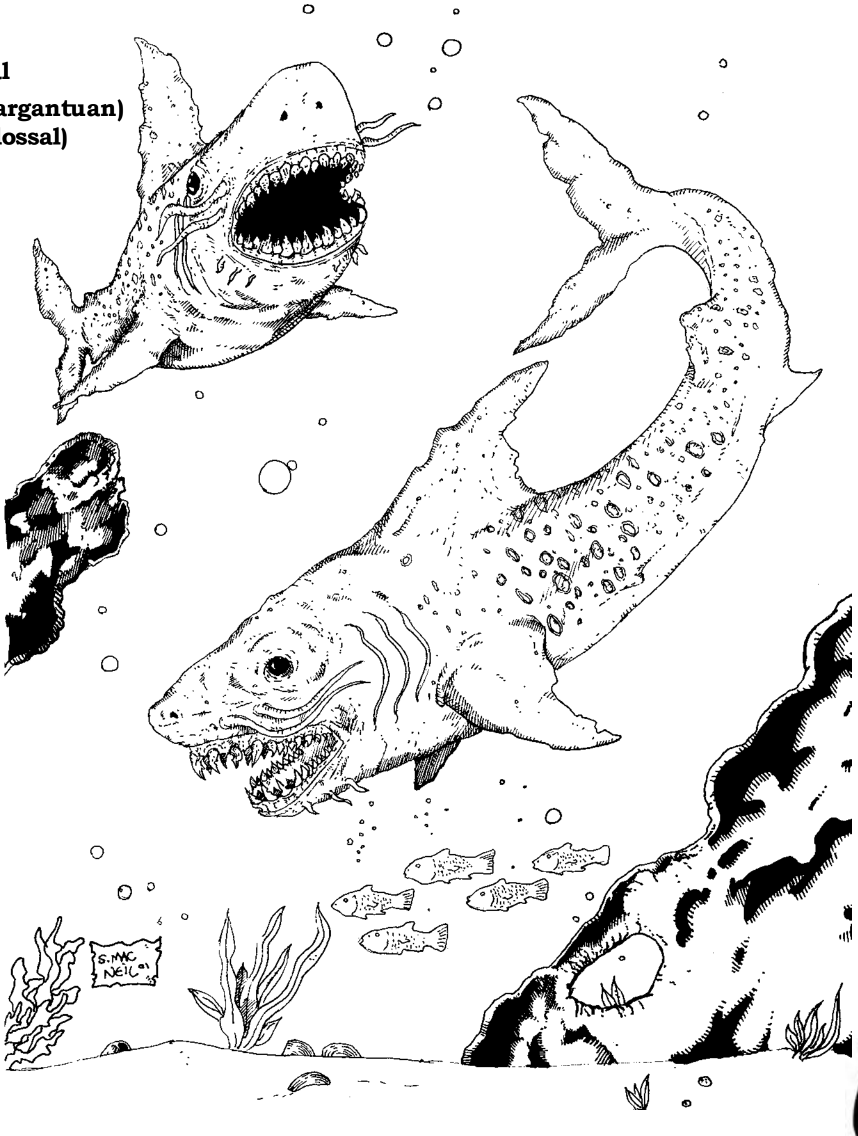
Helicorpions attack anything they perceive as edible, even creatures larger than themselves. They bite with their incredibly powerful jaws, and swallow smaller prey with ease.

Improved Grab (Ex): To use this ability, the helicorpion must hit with its bite attack. If it gets hold, it can try to swallow the foe.

Swallow Whole (Ex): A helicorpion can try to swallow a grabbed opponent of Huge size or smaller by making a successful grapple check. Once inside, the victim takes 2d6+9 points of crushing damage plus 2d6+4 points of acid damage per round from the beast's digestive system. A swallowed creature can cut its way out using claws or a light slashing weapon by dealing 35 points of damage to the creature's digestive tract (AC 20). Once the creature exits, muscular action closes the hole; another swallowed opponent must cut its own way out.

The helicorpion's gullet can hold two Huge, four Large, eight Small, sixteen Tiny, thirty-two Diminutive, or sixty-four Fine or smaller creatures.

Keen Scent (Ex): A helicorpion can notice creatures by scent in a 180-foot radius and detect blood in the water at ranges of up to a mile.



Tiger Dwarf

Medium-size Humanoid (Dwarf)

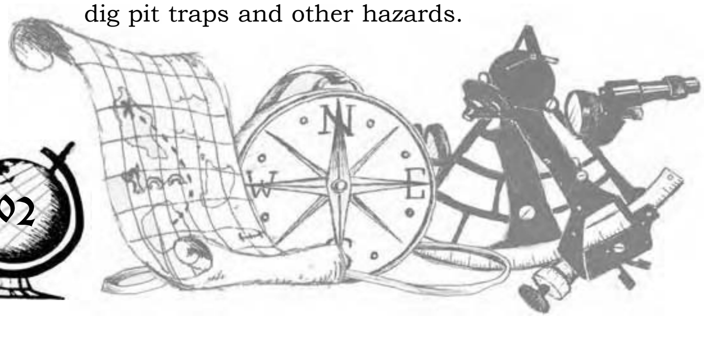
Hit Dice:	**1d12+5 (11 hp)**
Initiative:	**+0**
Speed:	**30 ft.**
AC:	**13 (hide armor)**
Attacks:	**Shortspear, club or fist +1 melee; or sling +1 ranged**
Damage:	**Shortspear 1d8; sling 1d4**
Face/Reach:	**5 ft. by 5 ft./5 ft.**
Special Qualities:	**Cold resistance 10, standard dwarven traits, barbarian rage**
Saves:	**Fort +4, Ref +0, Will +0**
Abilities:	**Str 11, Dex 10, Con 14, Int 10, Wis 10, Cha 8**
Skills:	**Listen +2, Swim +2, Spot +2, Wilderness Lore +2**
Feats:	**Toughness**
Climate/Terrain:	**Volcanic Arctic Islands**
Organization:	**Hunting party (3-8) or clan (30-100 30% noncombatants plus 1 3rd-level hero per 10 adults, 5 5th-level champions, 3 7th-level leaders, and 2-5 clerics, shamans or adepts of 3rd-6th level)**
Challenge Rating:	**2**
Treasure:	**Half standard coins, standard goods and items**
Alignment:	**Usually neutral**
Advancement:	**By character class**

The Tiger Dwarves are very different from most dwarves. They enjoy life more obviously and aggressively, and, although they mistrust other races in general, they are capable of accepting and befriending most any individual. They share most dwarves' love of hard work, battle, singing and drinking.

The bodies of Tiger Dwarves are covered with thick white fur, with black stripes around the face. Their canines and incisors are pronounced, for they are true carnivores that can eat uncooked meat with no ill effects except distaste (they of course prefer it cooked).

Combat

Tiger Dwarves seek to swarm and overwhelm opponents for quick, decisive victories. They rarely use magic, since they have virtually no arcane spellcasters. Tiger Dwarves use crude, handcrafted weapons, but if they have time to prepare, they will dig pit traps and other hazards.



Dwarven Traits (Ex): Tiger Dwarves benefit from the same racial traits as regular dwarves except:

- No racial attack bonus against any particular race or monster.
- No stonecunning.

Skills: +2 bonus to Swim and Wilderness Lore.

Barbarian Rage (Ex): All Tiger Dwarf adults have at least one level in the barbarian class and thus can rage as per the class feature.

Tiger Dwarf Society

Most Tiger Dwarves have little contact with other races, never traveling far from their birthplaces. Most dwarves do not view Tiger Dwarves as part of the dwarven family. Thousands of years ago, when the dwarvenkind faced some disaster that put their survival into doubt, most turned inward, but a few came to the conclusion that it was time to leave the traditional dwarven halls and assume a brand-new way of life. As such, some dwarves disdain the Tiger Dwarves as inferior, which matters little to the furiously independent Tiger Dwarves themselves.

While Tiger Dwarves favor goodness in alignment as ordinary dwarves do, they also favor chaotic because the overwhelming majority of the tiger dwarf population are members of the barbarian class. The trials of passage that an adolescent tiger dwarf must undergo are rigorous enough that nearly every adult has one level of barbarian. Tiger Dwarves of evil alignment seldom do well and are generally banished.

The Tiger Dwarves do not worship Moradin or other "dwarven" gods, but turn to gods of nature, storms, or the sea; or even simply worship their own ancestors. Their shamans perform strange rituals of premonition regarding the local natural phenomena, such as predicting the progress of glaciers; or intervening between two rutting moose to mark one, with a favorable result being indicated by the victory of the marked moose.

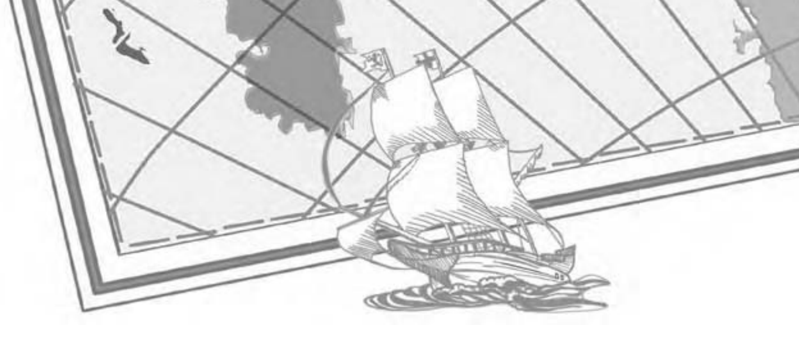
Tiger Dwarves have their own unique language. Ordinary dwarves and Tiger Dwarves can identify the other's language as "dwarven", but have no deeper understanding.

Tiger Dwarves share many of the same male and female names as other dwarves (though not clan names). They have similar views of the significance of names and how names can be lost through dishonor.

Tiger Dwarves are less tempted by gold than other dwarves, often want to explore just for the excitement. They construct cunning "sea-saddles" of rope, leather and sinew that enable them to stand on the backs of orcas and ride as mounts for short distances across the water's surface. However, such items rarely stand up very well to the rigors of prolonged exposure to salt water. While they know little of navigating the open sea, feisty individuals have stowed away or bought passage to the outside world from passing sea-captains.

Tiger Dwarf characters

Tiger dwarves enjoy a +4 bonus to constitution (rather than the usual +2 for most dwarves). Their favored class is barbarian.



Jonah

The tragedies of those who go down to the sea in ships are legion, such that in a world steeped in centuries of magic, their taking on of self-awareness is inevitable. Jonahs are created by the terror of those who drown at sea, or the misery of those who mourn for the lost.

Unborn jonahs roam the surfaces of the world's oceans as insubstantial and invisible presences searching for disaster. In its immediate presence, whenever a sailor manages to barely escape death under what would have been tragic circumstances, the sailor must make a Will save (DC 20). If the save is made, it dies before forming and is gone forever from the world. If the save is failed, the sailor's soul is driven from his body as if he had actually died (and he in fact believes he has actually died). The sailor's still-living body is possessed by the jonah, and the dead sailor may not resurrect until it is destroyed. The spirit is incorporeal, normally undetectable, and quite unable to affect events in the material world, so it must seek out disaster.

The jonah attempts to possess the only survivor of a disaster, to speak without fear of contradiction. It hopes to get rescued by another ship and join its crew. It expresses believable sadness at the deaths of its supposed companions.

Once aboard ship, the jonah assumes duties diligently and expertly. It is standoffish (recognizing that talking too much can endanger its ruse) but is subtle enough to allow inquisitive or gregarious shipmates to draw it into conversation, to blend in with the rest of the crew as well as possible.

Jonahs are destroyed by killing their physical bodies, after which the spirit of the possessed sailor is free once again to resurrect. Jonahs impersonate common "tars", never captains or officers except in extraordinary circumstances. It acts very subtly to sabotage the ship.

Creating a Jonah: "Jonah" is a template that can be added to any humanoid creature (referred to hereafter as the "character"), provided the creature fails its save in an incident of escape from tragic death (see above). The creature's type changes to "fey" and its alignment becomes "neutral". It uses all the character's statistics and special abilities.

Hit Dice: Same as the character

Speed: Same as the character

AC: Same as the character

Damage: Same as the character

Special Attacks: Jonahs keep the character's special attacks and also gain those listed below.

Curse Voyage (Ex): The jonah inflicts a *curse* effect, which applies a –4 profane penalty to all saving throws and skill checks made by the ship and crew, and grants a +4 profane bonus to attack and damage for enemies of the crew during the journey. The effects of a jonah's curse do not stack with the c*urse voyage* spell, that of another jonah, or other profane effects.

Spells: Same as the character

Special Qualities: The jonah retains all special qualities of the character and those listed below, and also gains the fey type.

Mariner's Luck (Ex): The jonah has an uncanny ability to survive maritime disasters, always succeeding at a saving throw or skill check at sea whose failure would result in its death.

Saves: Same as the character

Abilities: Same as the character with the following bonuses: Dex +6, Con +10, Int +10, Wis +6, Cha +2. A jonah instinctively knows what the former abilities of its host were and will be careful not to exhibit any obvious and sudden changes that will bring suspicion on itself.

Skills: Same as the character with the following minimums: Profession (Sailor) 10 ranks, Bluff 10 ranks, Sense Motive 10 ranks, Swim 15 ranks, Sea Legs 10 ranks and Balance 10 ranks. A jonah instinctively knows what the former abilities of its host were and will be careful not to attract suspicion by exhibiting obvious changes.

Feats: The character gains Improved Initiative, Toughness and Iron Will as bonus feats.

Below is a sample jonah created from a human sailor who was a 4th-level Expert.

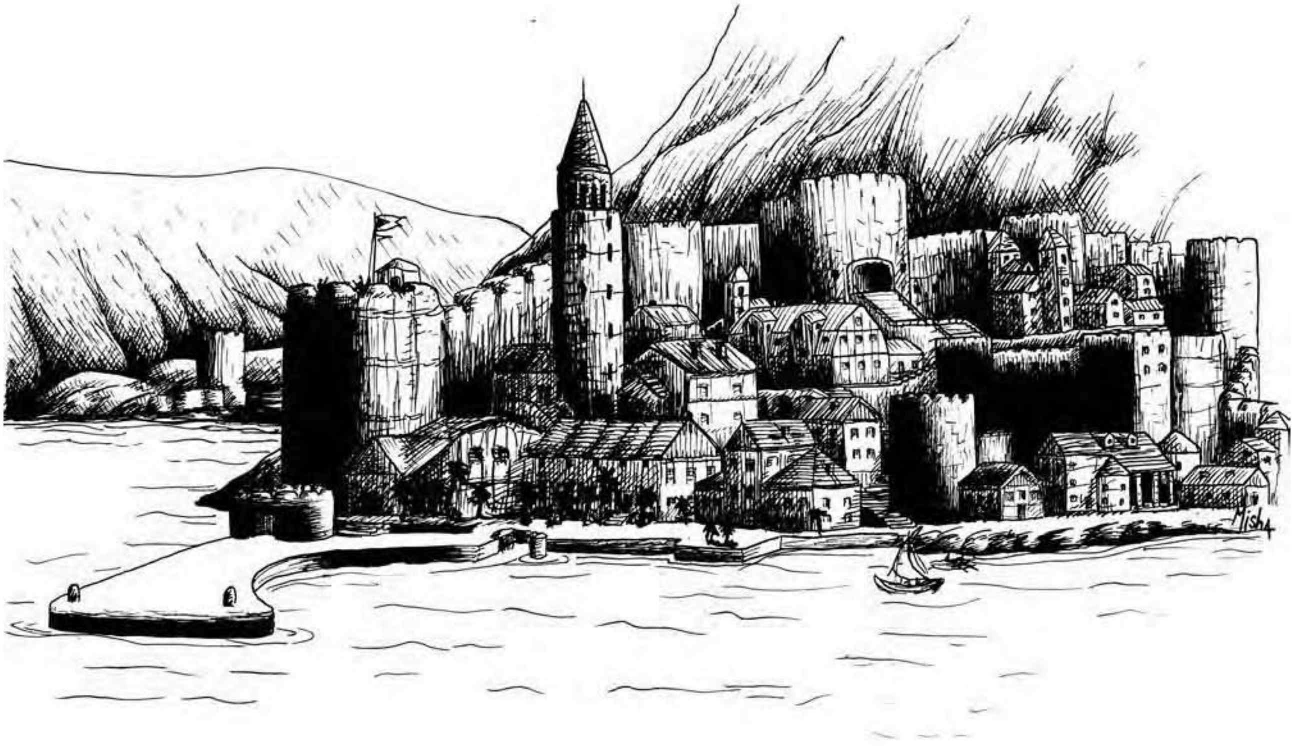
Jonah

Medium-sized Fey

Hit Dice:	**4d6+23 (37 hp)**
Initiative:	**+7 (+3 Dex, +4 Improved Initiative)**
Speed:	**30 ft.**
AC:	**13 (+3 Dex)**
Attacks:	**Dagger Club or Fist +3 melee)**
Damage:	**Dagger melee 1d4, club melee 1d6, or fist melee 1d3**
Face/Reach:	**5 ft. by 5 ft./5 ft.**
Special Attacks:	**Curse voyage**
Special Qualities:	**Mariner's luck**
Saves:	**Fort +6, Ref +4, Will +9**
Abilities:	**Str 10, Dex 16, Con 20, Wis 16, Cha 12**
Skills:	**Profession (Sailor) +13, Bluff +11, Sense Motive +13, Swim +15, Balance +13, Sea Legs +13, Diplomacy +6, Perform (Sing) +8, Gather Information +8, Climb +7**
Feats:	**Improved Unarmed Strike, Dodge, Improved Initiative, Toughness, Iron Will**

Chapter 12:

Nautical Organizations



Capeworthy-Bentmore

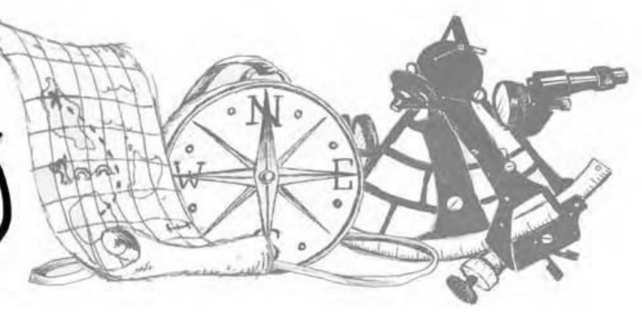
These unassuming, yet powerful people are sometimes retired from the sea due to age, grievous injury, or the desire for a more quiet life. More often, they have never sailed a voyage in their lives, despite great knowledge of seamanship and shipping.

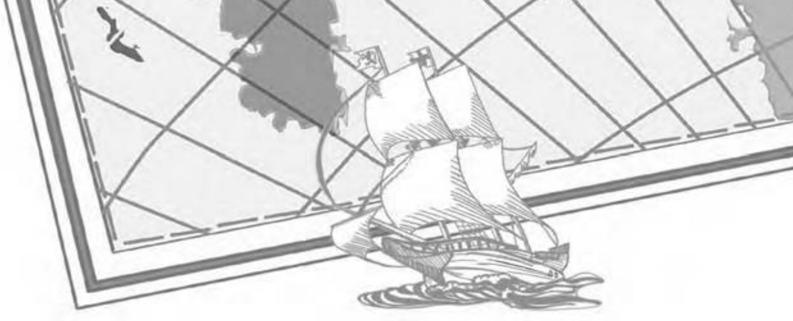
Capeworthy-Bentmore broke new economic ground with the invention of insurance. Much of their time is spent in coffeehouses (giving rise to their nickname, "The Coffee-Shop Boys"), quietly going over voluminous notes. They always have intimate knowledge of various port towns (particularly the one they live in), how seaworthy various ships are, how competent their captains and crew, which merchants and nobles are waxing or waning in power, and the various alliances and enmities of the moment. They know that in a world where monsters, mutinies, storms, pirates, and treachery all conspire against the safe delivery of goods to their destinations, extensive research is essential to profitable risk assessment.

The Coffee-Shop Boys are always looking to buy information toward these ends, and have networks of part-time informers in most ports. Their ranks include many diviners, rogues who have no interest in adventure, and occasionally priests. The tricks to making a profit as a Capeworthy-Bentmore informer are getting these extremely careful people to trust your competence and honesty and being first with a particular tidbit.

The insurance trade is in its infancy and many aspects of it which may be taken for granted simply do not exist now. First among these is the requirement of "insurable interest", that requires that anyone taking a policy for recompense in case of disaster befalling a certain voyage have an *interest* in that voyage as owner, captain, etc. Another aspect of the business that many find morally troubling is that people can insure against the *success* of a voyage as well as its failure; the Coffee-Shop Boys aren't fools and won't sell such a policy to someone in an obvious position to sabotage a voyage, but they may well sell one to a rival of the owner or captain of the ship in question. If that encourages said rival to attempt to do something immoral or illegal, well, that's all one to the Coffee-Shop Boys. Their predictions are usually correct, enough so they command enough cash to discourage the law from pestering them with irrelevant moral issues.

Extensive as their network is, the Coffee-Shop Boys prefer not to directly call attention to themselves.





Veterans of the Train

This society seeks those who have pulled off large scores in especially bold and daring raids. They generally meet on remote islands, although they've been known to choose wild and raucous taverns in some of the more lawless ports.

Their name comes from their founding by a pirate band that boarded and took two straggler galleons from the famous Silver Train two generations ago. The descendants of some of those pirates are still in charge of the Veterans, and they still seek to plunder large quantities of gold and silver from under the noses of monarchs, as much for the glory of it as for greed. Those who desire to join must be known by reputation as a pirate or have their own ship, then they must prove their worth to whichever leader of the Veterans they approach in whatever fashion that leader wishes. First of course a gathering of Veterans must be found, then they must be confronted with who they are, and then they must admit that the newcomer deserves their attention. If the newcomer is judged as worthy of their time, and survives the "audition", they may be admitted — there is a complicated charter involving admissions, recompense, and other business of the group that few outsiders can keep track of, let alone understand. Anyone who can prove themselves a descendant of another pirate who once plundered the Silver Train has an edge here.

The Haul-Away Joes

Most sailors regularly donate to this society of sea-dog sailors. It provides havens in various port towns for those elderly or friendless sailors who have become destitute due to maiming or other misfortune.

It is widely believed by the superstitious that donating generously will bring them the good luck they need to see them through particularly dangerous trips, and that refusing may cause the gods to look unkindly on them. Still, charlatans have been known to fleece drunken sailors by falsely claiming to collect for the Haul-Away Joes, and this is difficult for them to prevent since they have no official connections with nobility, organized churches, or recognized merchant houses.

PCs may have to turn to the Haul-Away Joes for help, but it's more likely that they will turn to them as an information source. The havens for the old and dispossessed contain many an old salt who was the sole survivor of some ill-fated quest for fortune and glory who may grudgingly exchange some needed fact or legend for help to an estranged grandchild, the settling of an old score, or just enough rum to stay drunk for a few more days.

Dawn and Twilight

This highly coveted Secret Society is only known to the outside world as an old and rich organization of smugglers who are otherwise naval officers (midshipmen, surgeons, pursers, bosuns, etc) in good standing. They smuggle items on ships that employ them. They take up small or unused cargo space with their contraband, often times storing it in their private quarters if they have such. The society is known to have a good deal of respected citizens among them, so captains who employ suspected D and T members usually look the other way to their illegal deeds, thinking they may one day need a favor from one of the members. Joining the organization requires sponsorship by a member in good standing. Public belief is that members of this organization strongly support each other forming a lucrative chain of connections throughout the world benefiting all its members.

Chapter 13: Adventuring

Sample Encounters

The following are possible encounters for any GM to insert into his or her campaign. Encounters marked with an asterisk (*) use rules from *Twin Crowns: Age of Exploration Fantasy*, but can be easily adapted to any campaign world.

The Shipwrecked Maiden (EL: 4)

Along an isolated coastline, at the bottom of a cliff, a figure can be seen waving to the characters, trying to get their attention. The remains of a wrecked ship can be seen amidst the shoals. At closer range (ca. 200'), the figure appears to be a beautiful maiden. The maiden shouts at the players, barely discernible over the wind and waves – telling them to clean up their mess.

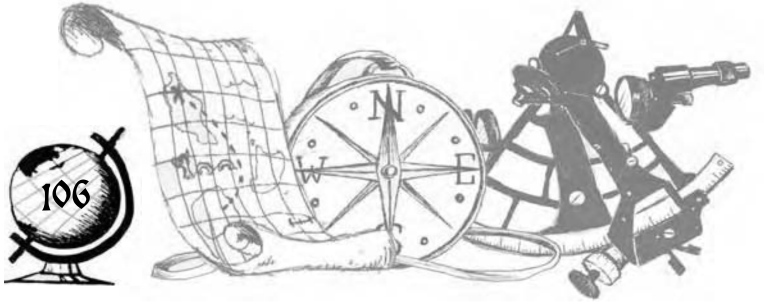
The maiden is a nymph (CR 6; medium-sized fey; HD 3d6; hp 15; Init +1, Spd 30 ft. swim 20 ft.; AC 11 (10 flat-footed, 11 touch); Atk +1 (1d4 dagger); Face/Reach 5 ft. by 5 ft./5 ft.; SA Blinding beauty, unearthly beauty; SQ Spell-like abilities; AL CG; SV Fort +1, Ref +4, Will +8; Str 10, Dex 13, Con 10, Int 16, Wis 17, Cha 19; *Skills and Feats:* Animal Empathy +10, Craft (weaving) +7, Escape Artist +7, Heal +9, Hide +7, Listen +11, Move Silently +7, Sense Motive +9, Spot +11, Ability Focus (unearthly beauty), Alertness, Dodge, Iron Will). If the players try to follow her, they will enter a maze of small caverns and will hear her voice echoing and warning them to stay out. If they don't listen, they will eventually find her in a beautiful crystal-lined cave with both an underwater entrance to the sea and a surface opening far above. Here she will use her Blinding and Unearthly Beauty powers to get rid of the party. If she gets in trouble, she will flee using her *dimension door* ability. Hidden at the bottom of the cave's pool (Search skill check DC: 25 to find) she has collected all the valuables from the wrecked ship – a total of 3,000 gp in trinkets, jewelry, and coins.

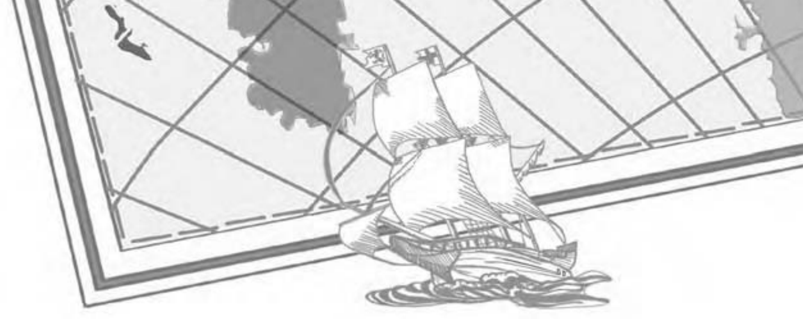
If the party heeds her request and cleans up the beach and shoals, removing the remains of the ship from the immediate area (out of sight – at least 500'), she will give them this treasure freely. This task is quite difficult, and potentially dangerous, as the waves continuously pound against the rocks and some of the pieces of the ship are much too large for a single person to move. The larger pieces require a Strength check (DC: 26) to move. Every three rounds, all of the characters must make Sea Legs skill check (DC: 14) or Balance skill check (DC: 18) to avoid being swept away by the rough currents. Characters pulled out to sea will be 50 ft. from the shore, and underwater, just under the surface (subject to the normal swimming and drowning rules).

Maelstrom (EL: Varies)

A ship passing the player's vessel shouts a warning that some other ships have seen whirlpools in the ocean ahead. The pilot currently guiding the player's ship discounts these reports, as he has passed through here before and never encountered one even in a storm. Today is a fine day for sailing, and it just sounds ridiculous that there would be a spontaneous whirlpool.

As the ship is peacefully sailing along, a dreadful groaning sound can be heard coming from the sea.





Rapidly, a gigantic whirlpool, 200' in diameter, forms right around the ship. Without a Piloting skill check (DC: 30), or powerful magical assistance, the ship is sucked into the whirlpool. The whirlpool persists for only about 10 minutes and then disappears. The whirlpool leads down to a large underground cavern, the seawater cascading into an underground lake in a huge waterfall.

A ship deposited in the cavern lake is disabled; all of its masts and rigging are broken, the hull is breached in some spots, and the whole thing is generally in a shambles (75% of hull hp remaining, 10% of sails). It requires the regular Seaworthiness check to not sink after taking such massive damage. The underground cavern is huge, almost 500' diameter with a 100' ceiling. If the characters climb the treacherous walls by making a Climb skill check (DC: 25) about 30' up they will find a thin walkway leading around the edge of the cavern to a single tunnel opening. The tunnel is an upward-slanting spiral passage that, after 200 feet, leads to a small room overlooking the lake below. There is a huge wheel in the floor, and a spider web of rusty chains that disappear up into the ceiling. The chains are connected to a 100' wide trap door in the ceiling above the lake. Turning the wheel clockwise will open the door, bringing a catastrophic rush of water from above. After 10 minutes there will be a loud groaning sound, and the wheel will spin back the other way on its own, closing the door.

The lake will drain slowly via several underground rivers, and will remain a mud flat until it is refilled by opening the trap door above. The door also opens randomly once every 2d6 days. In six hours the lake will have lowered enough to reveal a wide stone shelf around the edge of the cavern with two tunnel entrances leading away from the large cavern. If the players remain in the cavern, the lake will have totally drained in two days' time, revealing a total of 10 passages.

The various openings lead after 1d100 x 100' to areas containing one of the following (choose or roll 1d10):
1. Shaft: 1d20 x 10' diameter shaft going up and eventually out to either a nearby coastline or island. It is a vertical climb of 100' + 1d20 x 10', and requires a Climb skill check (DC: 20).
2. Lair of Ettercaps and Giant Spiders: They have their webs strung across the passage, and lair in a honeycomb of tunnels above it, surviving on fish and other marine animals that are forced through when the lake fills. They will attack any creature that passes through here.
3. Lair of Xill: This is a maze of tunnels, with a few hidden areas that lie above the usual water level when the lake fills: There are paralyzed bodies in the dry rooms, harboring Xill eggs. When the passages fill with water, the Xill will retreat to the dry rooms or go ethereal and wait until the tunnels drain.
4. Dead end.
5. Water end: From here the passage is filled with water, and following it will eventually lead the players out to the open ocean near where their ship went down.
6. Wrecked ship: Evidence of another victim of the maelstrom has been swept here into a smaller lake. There is a twisted mess of wood, sailcloth and rope, all of which has become rotten and algae-covered. It is the lair of a giant crocodile that hides in the water until someone approaches the wreck, when it will attack. It is extremely hungry, and will take uncharacteristic risks to get a hold of food.
7. Blowhole: The passage ends in a narrow (3'-5') shaft going up 100' into darkness. When the water rushes in again, it pushes into this shaft with such force that it spurts out the top. Anybody in the shaft is carried up and likewise expelled from the shaft in a geyser of seawater on a nearby coastline or island. This forceful ejection will do 6d6 points of damage (Fort save for half). Climbing up the shaft requires a Climb skill check (DC: 20).
8. Lake: A small, deep lake blocks further progress. It is inhabited by a school of 8 squid.
9. Split: The passage splits, offering two ways to go. It will be 1d50 x 100' until the next encounter along each branch.
10. Combine: The passage combines with another one coming from the initial cavern, although this is not immediately obvious to the players. The players can either continue descending along the combined passage, or ascend the other one. Note that if the lake is still high enough to cover some of the passages, both passages may be full of water.

The GM can opt to have the passages lead to the surface at any time, or have the passage continue to more encounters. Once on dry land again, the GM should choose a random coastal spot or island within a few miles of the whirlpool. A navigation skill check (DC: 22) is required to find the spot where the trapdoor is again in calm conditions.

Island of Jaad* (EL: 4)

The party spots a beautiful island that promises fresh water, fresh food, and some peaceful, dry nights. The inhabitants of the island quickly spot any newcomers and arrive with an offering of fresh local food. They are a peaceful people, very friendly but reserved. After some initial gauging of the players' demeanor, the inhabitants may reveal that they are a Jaadian community of the Path of Peace (all either Clr 1 of Jaad or Com 1), devoted to living a quiet, peaceful existence.

The island has a tranquilizing effect on anybody who stays there for a night or more. For every night spent there, everyone has to make a Will saving throw (DC: 15), or lose all potential for aggression. Only if attacked first will the individual be able to act violently. If the first save is failed, an additional Will save must be made every day, otherwise the person also loses any desire to leave here. Anyone who is initiated to any other god gains a +2 on these saves, +2 more for initiates of Bellinger. Note that the effects of this second save should not become known until the characters consider departing. The Jaadians know of this effect, but will not mention it to anyone. They will not try to prevent the characters from leaving in any way, counting on the island to keep people here.

If met with any aggression, they will at first retreat quickly but then return armed and in full force with their High Priest (Clr 9 of Jaad). They will use Jaad's powers to the fullest to try to quickly and decisively defeat the intruders. Then they will keep the players imprisoned on the island until they succumb to the island's pacification effects.

If the entire party succumbs to the pacification, they will be given quarters on the island and accepted into the community. Characters are permitted to make an additional Will save (DC: 18) to overcome the pacification once per week.

The Ghost Ship (EL: 9)

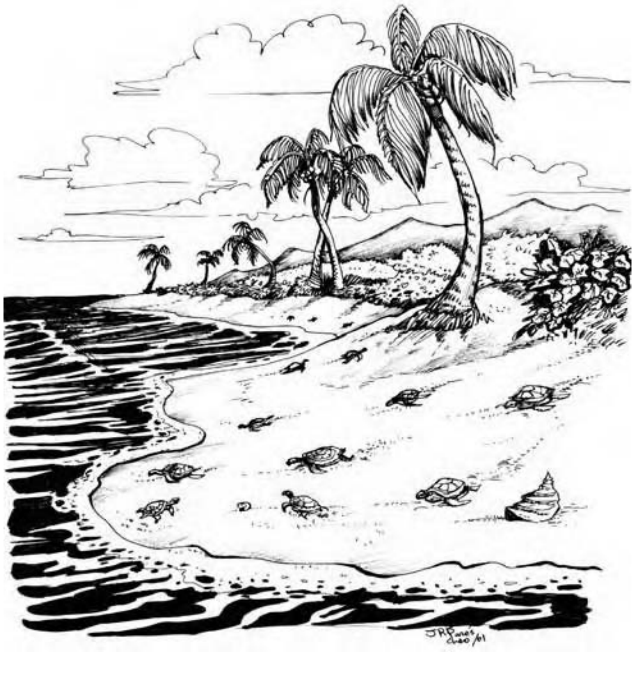
A fully functional galleon is sighted in the distance and is manned and crewed by the dead. Skeletons constantly climb the masts and rigging like frightened spiders as if set about some desperate task by a furious captain; however the sails are completely reefed and the skeletons do not actually raise or lower the sails. There is no logical purpose to their actions except perhaps to intimidate those they encounter. Bloated zombies walk the deck, repeating the same orders again and again, mindlessly carrying rotting barrels and crates to the same destinations. Certain magically enhanced specimens stand at the ready in the crow's nest and poop deck in dirty old uniforms. In case of battle, more skeletons come out with cauldrons of pitch to light arrows and bolts, and gunpowder. Finally, up from below decks come the spectre and wraith officers, prepared to defend their ship. There should be about 100 skeletons and zombies, 6 wraiths, and 2 spectres manning the ship.

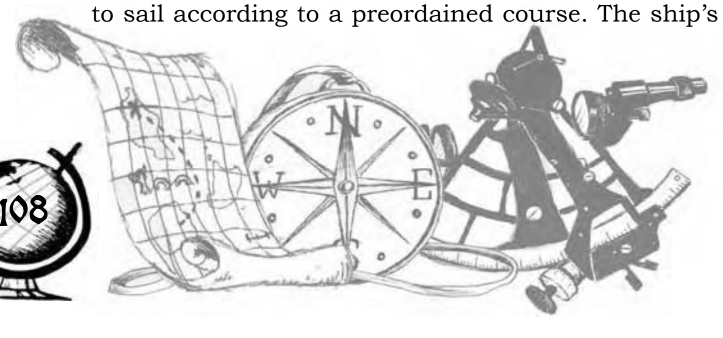
The PCs can outrun the ghost ship without much trouble (as long as there's a wind; the ghost ship has a constant speed of 1 even with no wind). It is considered to have a lookout with a Spot of +10 for purposes of seeing the PCs' ship with no penalties for weather or darkness, so following it for any length of time without engaging it is not very feasible. If the PCs engage the ghost ship, it is a straightforward fight to the death for no immediate reason beyond whatever gratification they get from the destruction of undead, for there is no treasure on the ship. However, if the PCs destroy all of the undead on the ship without actually destroying it, they find that the ship continues to sail according to a preordained course. The ship's wheel resists all attempts to take control of it; each such attempt will deliver 1d4 plus the Strength modifier of the one wrestling with the wheel. The wheel has 25 hp and no hardness. When it is reduced to 0 hp, it is destroyed beyond repair and it then becomes apparent that the rudder and wheel are not what control the ship's movement or direction.

This ship is one of four that move in a rough square, 100 miles to a side, apparently patrolling around a central point. The other three ships are identical to this one in appearance and action. This information should be hidden from anyone who does not investigate closely or who does not have extensive knowledge of navigation or local history. This central point can be the island fortress of a powerful necromancer, the site of a massive shipwreck where dozens of ships sank at the same time, or even an evil artifact resting on the bottom of the ocean.

Ki'Yanni Ki'Yunna (EL: 11)

Ki' Yanni Ki' Yunna is a very isolated, small and attractive tropical island, far from the nearest civilized land. The island is a circle, 5 miles in diameter. There are no birds here, but there is a large population of turtles and four dragon turtles (CR 9; huge dragon (aquatic); HD 12d12+60; hp 117, 128, 136, 145; Init +0, Spd 20 ft. swim 30 ft.; AC 20 (20 flat-footed, 8 touch); Atk +18 (4d6+8 bite) and +13 (2 2d8+4 claws); Face/Reach 30 ft. by 40 ft./10 ft.; SA Breath Weapon, Snatch, Capsize; SQ Scent, fire immunity; AL N; SV Fort +13, Ref +8, Will +9; Str 27, Dex 10, Con 21, Int 12, Wis 13, Cha 12; *Skills and Feats:* Hide +7, Intimidate +16, Intuit Direction +10, Listen +18, Search +16, Spot +18, Alertness, Blind-Fight, Cleave, Power Attack), that congregate in 1500' wide lake, that is a near-perfect circle directly in the center of the island. None of the dragon turtles can be seen from a ship due to the dense vegetation and a wide, rocky





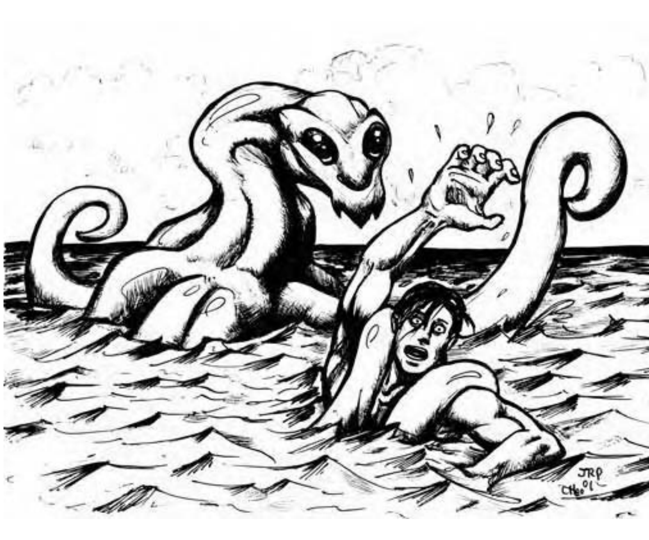
rim that stands about 30' above sea level and surrounds the lake tightly. On the northern edge of the island there is a lagoon where large blue and red flowers are in bloom. The island is lush and the sand surrounding it is very soft. Parties that investigate the island will discover perfectly ripe kiwi and papaya fruits still on the plant regardless of the season. In the center, the unusually docile dragon turtles will greet the party with a question in Aquatic, and then Draconic. The question is "How fare our brothers and sisters to the north?" The proper answer is "They are dead." The dragon turtles are testing the trustworthiness of the party by having them give bad news truthfully. People who try and fail to answer the question are courteously but firmly turned away, but those who do not know the language are considered invaders to the island and are attacked to be devoured.

Octopus Rock*

"Fancy Paul" Durand (NE male human Sor7/ SeaC5 initiate of Brashtamere Path of Vice) is the de facto leader of the Pirate Brotherhood . . . such as it is. All ordinary pirate seamen long to see a grand alliance of the world's best plunderers to pull off epic robberies that would bring the world to its knees, but the egos and treachery of the pirate captains have so far prevented this. Of all the world's pirate captains, only Fancy Paul may have the charisma to unite this nest of vipers. The greatest pirates of the western Quilla congregate here, for this is the best place to avoid the meddling forces of law and order.

Fancy Paul is also aware of certain magical properties of Octopus Rock. He has not shared these with anyone beyond his closest confidantes.

Octopus Rock is not only well-fortified and surrounded by dangerous rocks and reefs that make it impossible to approach except by the most proficient navigators, it is also well named. The immediate vicinity of the island is crowded with giant octopi, whose numbers are consistently replenished as the island has a very subtle permanent s*ympathy* effect that attracts them to the area over time, it also attracts sufficient fish to see that the octopi have plenty to eat. Fancy Paul is also happy to accentuate their diet with the occasional traitor or un-ransomed prisoner.



The octopi are very aggressive, and enjoy a +4 circumstance strength bonus and a doubling of their critical threat range while in melee combat within three miles of the island. They will not attack any ship that sails to the harbor unimpeded (including, of course, all of the regular pirate guests that know the way in), but converge on ships that are stopped as they run afoul of the numerous obstacles. Within three miles of Octopus Rock, they are immune to summoning, fear or mind-affecting spells.

The most sinister bit of Fancy Paul's knowledge is what he doesn't know. For now at least, he is not aware of exactly why Octopus Rock exerts its strange power over these monsters. However, the ritual power of the island dates back to an ancient extinct race whose civilization predates that of humanity and its sister races. Why the ancients would create such a place as Octopus Rock defies explanation but not conjecture: it seems that some renegade evil faction of the ancient civilization used Octopus Rock to maintain its isolation for some nefarious purpose.

Kithraas Bandit Gang* (EL: 10)

When the PCs' ship is becalmed or traveling very slowly, everyone suddenly becomes aware of a great banging against the keel and the underside of the ship's hull. Thirty kithraas rogues (NE kithraas Rog1 to 5) are hard at work banging against the hull with pick-axes and other implements of destruction.

The noise will suddenly stop, and then two of the toughest kithraas (Rog5) will appear on the water's surface. If possible, they will ascend to the deck of the ship, announce their presence, and demand the ship's occupants to "stand and deliver" whatever portable valuables the ship is carrying.

The kithraas have no craft of their own and cannot carry anything unreasonably heavy, and so will ask for jewelry, korba, magic items or gold. They will not search the ship themselves (wary of ambush while below decks); since they know they can only guess at the ship's contents and that most valuables are likely to be in the captain's cabin or strong boxes, they are liberal about giving their victims time to assemble a ransom and will wait at least an hour unless pressed or attacked.

If rebuffed, the kithraas will continue damaging the ship until it starts to sink. At that point, they will make another appeal to the captain while the crew races about trying to save the craft, pointing out that the sailors will be at a profound disadvantage defending themselves from the kithraas once the ship has sunk. If not placated, they will sink the ship, pick off stragglers struggling alone in the water, and sink any lifeboats that make it away from the ship in the same way they sunk the ship.

The High Elves Attack*
(Tactical Combat Scenario)

The High Elves had attacked the town of New Seagate. They had sailed three of their Man-O-War's right into the harbor. They had known that the Northern Colonies fleet assigned to New Seagate was otherwise occupied. The Man-O-War's had been heavily armed with fireshooters. When the Colonial fleet had returned to New Seagate a day later they were greeted with destruction of the dock and several buildings were still burning. The town had been thrown into chaos. It was quickly decided to go after the Elven ships and try to destroy them. Three seeings were done to see where the Elven ships went and the Colonial fleet was soon hot on their trial.

The Elven ships were in a cove when the Colonial fleet caught up to them. Although the Colonial fleet outnumbered the Elven man-O-War's and had them trapped in a cove, the Elven ships were superior in their fire power.

Weather: Light wind, Normal conditions

3 Elven Man-O-Wars
Size: 120 ft long, 20 feet wide
Crew: Optimal- Piloting DC 22
Locomotion: Three masts with 1 great lateen sail each, 2 large lateen sails 1 fore 1 aft (13)
Speed: max 10 with full sail
Maneuverability: C
Hull: Hit points 280, Hardness 12, Break DC 25
Armaments
1 fireshooter fore
1 fireshooter aft
2 fireshooters starboard
2 fireshooters port
3 ballista starboard
3 ballista port

2 Colonial Frigates
Size: 90 ft long, 20 feet wide
Crew: Optimal- Piloting DC 20
Locomotion: Three masts with 1 large square sail center, 2 medium square sails, and 2 large lateen sails, 1 fore 1 aft (14)
Speed: max 11 with full sail
Maneuverability: C
Hull: Hit points 250, Hardness 10, Break DC 25
Armaments
2 medium cannons fore
2 medium cannons aft
15 medium cannons starboard deck
15 medium cannons port deck

3 Colonial Cutters
Size: 60 ft long, 16 feet wide
Crew: Adequate- Piloting DC 19
Locomotion: Two masts with 1 large lateen and one small lateen sail each (6)
Speed: max 6 with full sail
Maneuverability: B
Hull: Hit points 80, Hardness 10, Break DC 28
Armaments
1 medium cannons fore
1 medium cannons aft
2 medium cannons starboard deck
2 medium cannons port deck

Attack of the Santec Los*
(Tactical Combat Scenario)

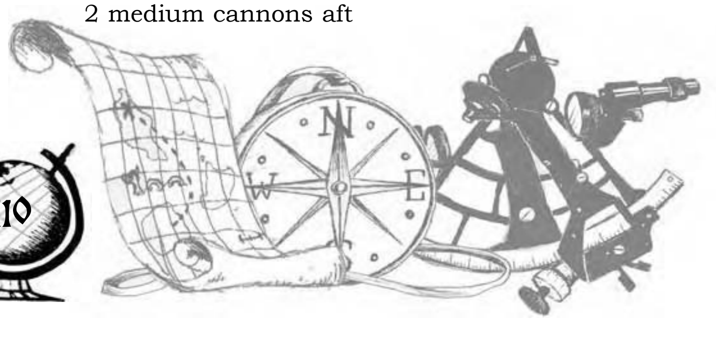
The PCs are aboard a flying ship, the Antexsas Prize. They have been hired to help the crew against the increasing amount of pirate strikes against flying ships. The captain of the Antexsas Prize knew that it was only a matter of time before the pirates set their sights on his ship and his cargo is especially precious on this trip. Not only is he transporting a large cache of korba but also on board is a High Priestess of Brashtamere on her way to take over the shrine in the Northern Colony of New Seagate.

Near dusk of the first day out of port there is a commotion on deck, another flying ship is spotted swooping out of the clouds on a collision course with the Antexsas Prize, almost upon them. The griffons that are pulling the ship are becoming restless; they obviously smell the giant owls that pull the Santec Los. There is a quick call to arms.

Weather: Light wind, Normal conditions

Antexsas Prize: Maneuverability class C
Crew Optimal: Piloting DC 18
Hull Hit points 100, Hardness: 12, Break DC 25
Sails: Two masts with large square sails, large lateen sails both fore and aft (12)
Armaments:
1 small cannon fore
1 small cannon aft
Captain Green has Captaining Feat
Pilot has Flyer Feat

Santec Los: Maneuverability class B
Crew Optimal: Piloting DC 21
Hull Hit points 200, Hardness: 12, Break DC 28
Sails: Two Masts with one large lateen sail and on small lateen sail each (6)
Armaments:
1 medium cannon fore
1 medium cannon aft
Captain Nick
Pilot has Flyer feat



The Adventure of Captain McCrenshaw

This is a sample adventure, designed for use with *Twin Crowns: Age of Exploration Fantasy* for 4 to 6 characters at 4th to 6th level

Part 1: Introduction

Background for the players: It's a brisk night in the Colony of Bella Trista. It's only the month of Jaad, but it feels like winter is already on the doorsteps of the forest colony of the Northern Empire. Although the wind is howling and has a bite to it, the night sky is beautiful with a full moon that illuminates the landscape. The streets of this deep-forest colony are empty tonight. It seems the only activity this night is happening indoors at the main tavern in town, The Shady Glen.

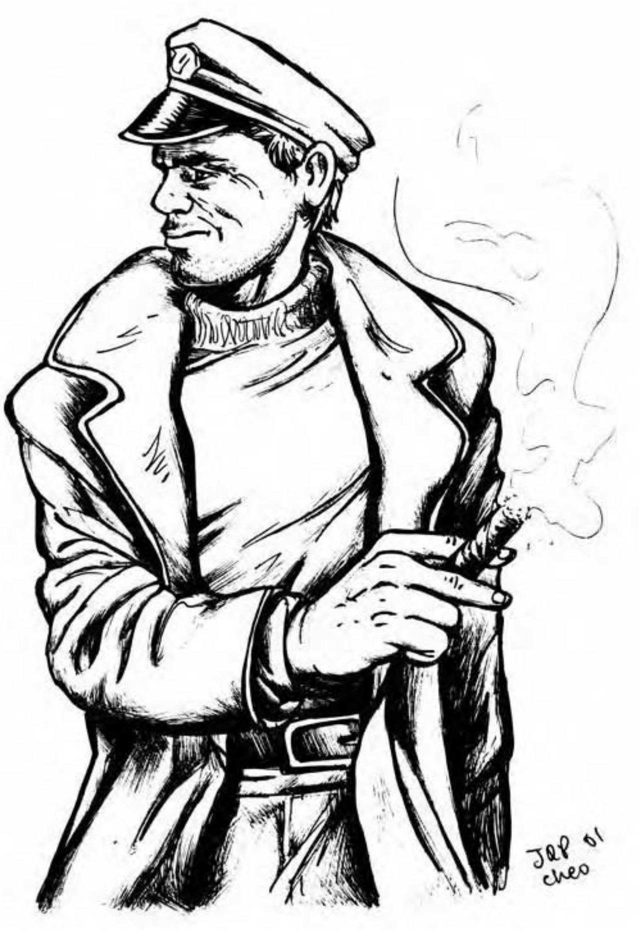
The Shady Glen marks the exact center of Bella Trista. It is the main hub of activity and commerce, mainly because there is little else out here apart from small homes, a few shrines, and warehouses full of lumber. The Shady Glen tavern is an enormous single level structure built around the trunk of a 1000 year old oak tree 200 feet in height. There are plenty of rooms for visitors, an active kitchen with round-the clock food service, and several small shops and offices built all along the outside of the main structure.

GM: Start the party off inside the tavern, seated at a table having just finished a large supper. From across the crowded room, a gnarly old sea captain approaches the party's table and introduces himself as "McCrenshaw, Captain of 'The Gutter Run.' If the players allow, the captain will sit and make the party a proposition.

Your crew recently ran off to join another ship, but a job has just come up that needs immediate attention. Not far up the river is believed to be the wreckage of the ship 'Holy Mission.' It is rumored that some 25 years ago, the Holy Mission got thrown off course in heavy fog, entered the Marpessit River mistakenly, and went down with all hands. The ship was rumored to be carrying a secret fortune in coins, jewelry, and supplies.

The Holy Mission was never sought for because no one knew about the secret treasure (not even the crew). The only one who knew was the captain and first mate. The captain died his last Gift in the wreck, and the first mate was never heard from again…until recently. You had a chance meeting with the First Mate of the Holy Mission, and struck a deal to go get the treasure now. You are willing to split everything 33% for the First Mate, 33% for McCrenshaw, and 33% for the crew to divide.

Your minimum crew requirements are to have at least 2 ranks in Navigation and 4 ranks in Sailor. Anyone else coming along better have some relevant skills in sea faring or sunken recovery, otherwise you don't want them coming. "This ain't no sight seeing tour, you know" McCrenshaw will grumble. If the party can come to an agreement with the captain, tell them to get geared up and to meet back with him at the main dock in 1 hour.



Captain McCrenshaw Male human Rgr6/Priv5; CR 11; Medium-sized humanoid; HD 6d10+12 plus 5d8+10; hp 78; Init +0; Spd 30; AC 18 (flat-footed 18, touch 13); Atk +12/+7 (1d8+5 *+2 longsword*) +11/+6 (1d6+3 masterwork short sword in left hand); SQ Captain's Presence, Enemy Nation (Estrados), Favored enemy (elves +2, kithraas +1), Ruthless Efficiency, Trade Intuition; AL NG; SV Fort +8, Ref +6, Will +7; Str 15, Dex 10, Con 10, Int 15, Wis 12, Cha 10

Skills and Feats: Appraise +5, Balance +2, Bluff +2, Climb +5, Innuendo +2, Intuit Direction +3, Knowledge (geography) +5, Profession (Navigation) +11, Profession (Pilot) +10, Profession (Sailor) +9, Sea Legs +8, Sense Motive +3, Spot + 7, Swim +9, Use Rope +2, Alertness, Blind-Fighting, Captaining, Improved Two-Weapon Fighting, Leadership, Tracking.

Possessions: +2 longsword, +3 Studded Leather, 2 potions of water breathing, 50 gold pieces, 48 silver pieces, 20 copper pieces

Part 2: Aboard The Gutter Run

Background for the players: The main dock on the Marpessit River is manned at all hours of the day and night. It is about 1000 feet away from The Shady Glen. There are 2 other smaller docks about 1000 feet away on either side of the main dock. They are open only during daylight hours.

The Gutter Run' is docked here at the first tie-post. It appears to be a broken down keelboat that barely looks seaworthy. 'The Gutter Run' is the only ship with any activity tonight. Even the dockworkers and the harbormaster have retreated to the shelter of their dockyard offices. Captain McCrenshaw is on the deck of his ship, waving in your direction.

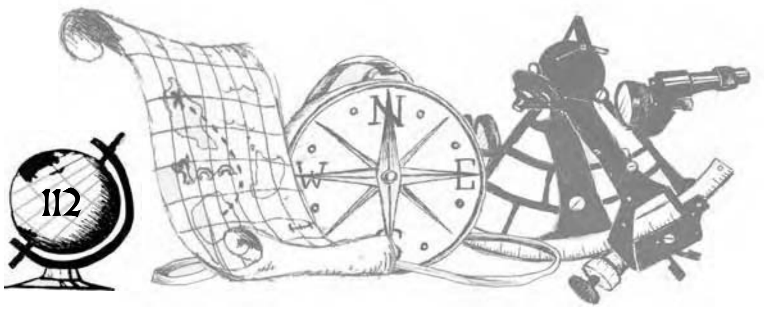
GM: McCrenshaw is proud of his vessel, and anyone making snide comments will get an earful from the captain. There is a secret compartment in the deck (DC 35 to notice) that holds the first mate and some of the crew of the Holy Mission. They have stowed away, intending to take the recovered treasure for themselves (See Part 3: The First Mate Attacks)

GM: The terrain of this voyage has a hazard modifier of +3 due to some shallow areas along the course of the river. There is a moderate wind, but no fog (modifier of DC 6). The direction of the wind will change up every 10 minutes.

Encounter 1. 20 minutes into the trip, a squall hits out of nowhere (conditions become 'severe' in 1 round). Everyone must make a successful Sea legs skill check (DC 18) or be thrown from the ship into the water. The squall will last for 6 rounds. Subsequent checks should be made for the next 5 rounds at DC 9. It will then pass the ship by as quickly as it hit.

Encounter 2. Another 20 minutes pass uneventfully, until 10 wild elves attack the ship from the shore only 100 feet away. They attack with volleys of arrows for up to 10 rounds before they will retreat into the forest.

Wild Elf Archers (10) wild elf Ftr2; CR 2; Medium-sized humanoid; HD 2d10; hp 13 each; Init +3; Spd 30; AC 16 (flat-footed 13, touch 13); Atk +3 (1d8+1 longsword) or +6 ranged (1d8 longbow); AL N; SV Fort +3, Ref +3, Will +0; Str 13, Dex 17, Con 11, Int 10, Wis 11, Cha 10



Skills and Feats: Listen +5, Spot +7, Alertness, Weapon Focus (Longbow).

Possessions: 10 longbows, 10 suits of hide armor, 10 longswords, 200 arrows

Encounter 3. Another 20 minutes pass, when McCrenshaw orders the ship to stop and to weigh anchor. The boat will be right over the site of the Holy Mission. Upon weighing anchor, zombies climb out of the water, up the anchor chain and board the boat. One zombie will reach the deck each round until all 12 have emerged from the water.

Zombies (12) CR ½; Medium-sized undead; HP 2d12+3; hp 16 each; Init –1; Spd 30; AC 11 (flat-footed 11, touch 9); Atk +2 (1d6+1 slam); SQ Undead, Partial actions only; AL N; SV Fort +0, Ref –1, Will +3; Str 13, Dex 8, Con -, Int -, Wis 10, Cha 1.

Skills and Feats: Toughness.

Possessions: None.

Encounter 4. For those whom can get down to the riverbed (75 feet deep), they see a badly damaged vessel. The word 'Holy' on the side of the broken ship is all that can be made out. There is a chest inside the hull (Search skill check DC 15 to find it). The chest is locked; an *arcane lock* currently cast upon it, and it is very heavy. It requires a total Strength of 30 to lift the chest (no more than 3 characters can help.) It takes 5 full rounds to reach the surface while carrying the chest.

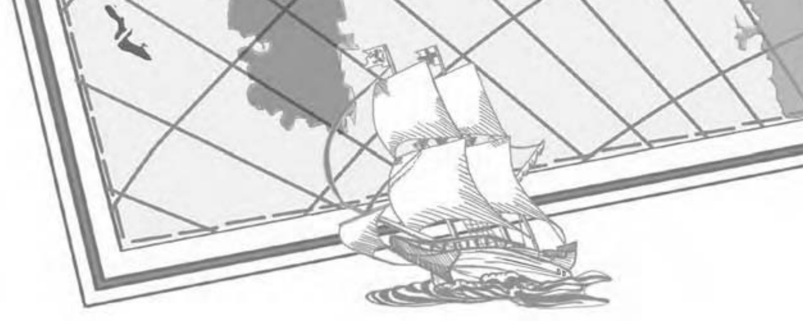
The Chest: The chest has 2 traps on it. The lock is trapped with a blade trap; CR 3; +8 melee (3d8/x3 crit); Search (DC 28); Disable Device (DC 25). The second trap is a magical trap, a lightning blast; CR: 5, 5-ft.-wide, 50-ft.-long blast (5d6); Reflex save (DC 15) for ½ damage; Search (DC 26); Disable Device (DC 25).

The treasure in the chest is 100 platinum pieces, 500 gold pieces, 1000 silver pieces, 3 vials of holy water, a *+2 dagger*, a *Sling of The Earth,* an *Air Bubble*, six drams of korba; Scrolls: *bless, mage armor, invisibility, haste, slow, lightning bolt,* and *hold monster*; Potions: *cure moderate wounds, bull's strength* and *heroism.*

Part 3: The First Mate Attacks

GM: Five minutes after the chest is brought back to The Gutter Run, Mr. Lang, the first mate of the Holy Mission, along with his henchmen emerge from the hull where they have been hiding in the secret compartment. They stowed away on board with the intention of taking the treasure all for themselves. They will give the crew of The Gutter Run the option of handing over the chest peacefully, or there will be bloodshed over it. Captain McCrenshaw, stunned and angered, will curse at Lang and attack him (unless the party restrains him.)

Mr. Lang Male human Ftr6; CR 6; Medium-sized humanoid; HD 6d10+18; hp 58; Init +7; Spd 30; AC



22 (flat-footed 16, touch 16); Atk +11/+6 (1d8+6 *+1 longsword*); AL LE; SV Fort +8, Ref +5, Will +2; Str 16, Dex 16, Con 16, Int 14, Wis 10, Cha 12.

Skills and Feats: Balance +7, Bluff +3, Climb +5, Innuendo +3, Intuit Direction +2, Knowledge (geography) +4, Jump +7, Profession (Navigation) +10, Profession (Pilot) +4, Profession (Sailor) +4, Sea Legs +7, Spot + 4, Swim +7, Use Rope +7, Alertness, Dodge, Expertise, Improved Disarm, Improved Initiative, Improved Trip, Weapon Focus (longsword), Weapon Specialization (longsword).

Possessions: +1 longsword, chain shirt*, +1 small steel shield, ring of protection +2.*

Henchman #1 Male human Sor5; CR 5; Medium-sized humanoid; HD 5d4; hp 15; Init +2; Spd 30; AC 17 with *mage armor* cast (flat-footed 14, touch 17); Atk +3 (1d4 masterwork dagger) or +5 (1d8 light crossbow); AL LE; SV Fort +1, Ref +4, Will +6; Str 10, Dex 16, Con 10, Int 11, Wis 15, Cha 15.

Skills and Feats: Concentration +4, Knowledge (arcana) +4, Scry +4, Spellcraft +4, Combat Casting, Spell Focus (Transmutation), Spell Focus (Evocation).

Sorcerer Spells Known (6/7/5; base DC = 12 + spell level) 0 – *daze, detect magic, flare*, light*, ghost sound, resistance*; 1st – *burning hands*, magic missile*, ray of enfeeblement, shocking grasp**; 2nd – *flaming sphere*, spectral hand.*

*Because of Spell Focus, these spells have a base DC of 14 + spell level.

Possessions: masterwork dagger, *wand of mage armor* (24 charges).

Henchman #2 Male half-orc Bar4; CR 4; Medium-sized humanoid; HD 4d12+12; hp 52; Init +2; Spd 40; AC 16 (flat-footed 14, touch 12); Atk +10 (1d12+4/x3 masterwork greataxe) or +9 (2d6+4/19-20 greatsword); SQ Rage; AL NE; SV Fort +7, Ref +3, Will -1; Str 19, Dex 15, Con 17, Int 8, Wis 7, Cha 7.

Skills and Feats: Climb +6, Intimidate +2, Jump +6, Listen +0, Spot +4, Wilderness Lore +1, Swim +8, Cleave, Power Attack, Weapon Focus (greataxe).

Special Qualities: Rage (Ex): During his rage, the henchman has the following statistics instead pf those given above: hp 60; AC 14; Atk +12 (1d12+6/x3 masterwork greataxe) or +11 (2d6+6/19-20 greatsword); SV Fort +9, Will +1; Str 23, Con 21.

Possessions: leather armor, masterwork greataxe, greatsword.

Henchman #3 Male human Clr5 of Artifice (Path of Spoils); CR 5; Medium-sized humanoid; HD 5d8+5; hp 37; Init +1; Spd 30; AC 15 (flat-footed 14, touch 11); Atk +4 (1d6/19-20 shortsword); AL NE; SV Fort +5, Ref +4, Will +9; Str 12, Dex 12, Con 12, Int 16, Wis 17, Cha 13.

Skills and Feats: Concentration +7, Profession (Sailor) +7, Spellcraft +9, Spot +7, Swim +5 Iron Will, Lightning Reflexes, Resist Bindings.

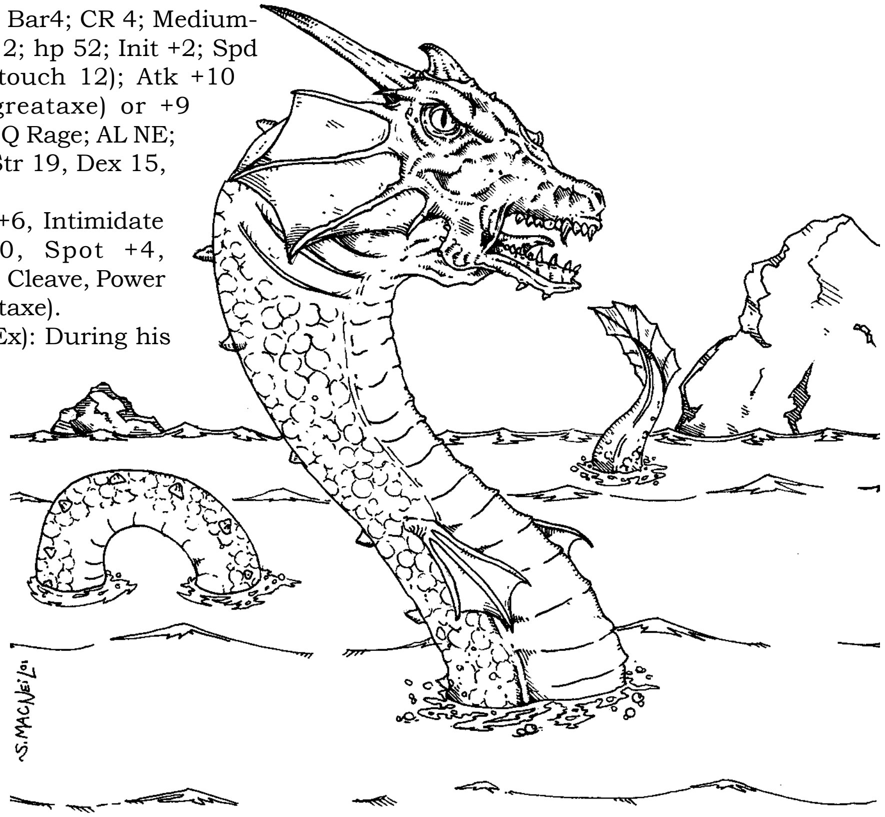
Cleric Spells Prepared (5/5/4/3; base DC = 13 + spell level) 0 – *light, cure minor wounds (x4)*; 1st – *bane, cause fear, expeditious retreat*, cure light wounds (x2)*; 2nd – *hold person, invisibility*, silence, sound burst*; 3rd – *cure serious wounds, invisibility purge, nondetection*.** Domain Spell.

Domains: Artifice, Trickery.

Possessions: shortsword, chain shirt.

Conclusion

Provided that Captain McCrenshaw survives the adventure, he will split the treasure 50-50 with the crew. McCrenshaw will insist that they split the treasure before returning to the dock of Bella Trista where he will drop the party off and head out for the sea.



Famous Pirates

The Ragged Corsair

Rumors still float about what exactly this mystery's real name is, or where he came from. It's known that he is a male human who insists on the word "corsair" being used to describe him instead of "pirate", or most any other word. He commands a fleet of dromonds, sloops, and galleys armed with primitive gunpowder weapons.

The "Ragged" part of his name comes from the many times he has left engagements victorious, despite his own ship being destroyed or nearly so in the process. The implications of this, in the lore of superstitious sailors, have led to many experienced tars refusing to sail with him despite the great success he has enjoyed in the accumulation of wealth over three oceans.

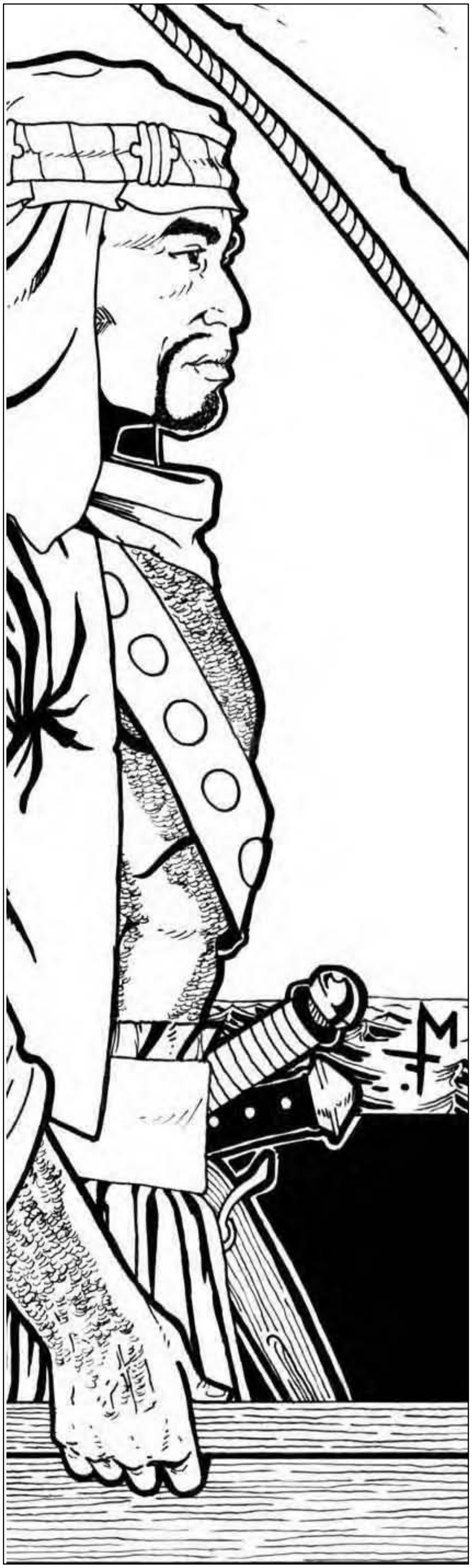
Marids, water elementals and other supernatural beings often appear at a critical moment in a battle (or at a critical moment in tactical deployment just before a battle). These beings are usually invisible or beneath the water's surface, to keep the enemy guessing. The Corsair is not a spellcaster, so the rumors of how he does this include the aid of a wizard on his crew who is also his lover, a deal with otherworldly powers for made as reward for the rescue of an outsider captured by an enemy church, or an ancient artifact that looks like a golden bell but has no clapper. The possibilities are as numerous as the rumors, and no one is sure of the secret to the Corsair's success.

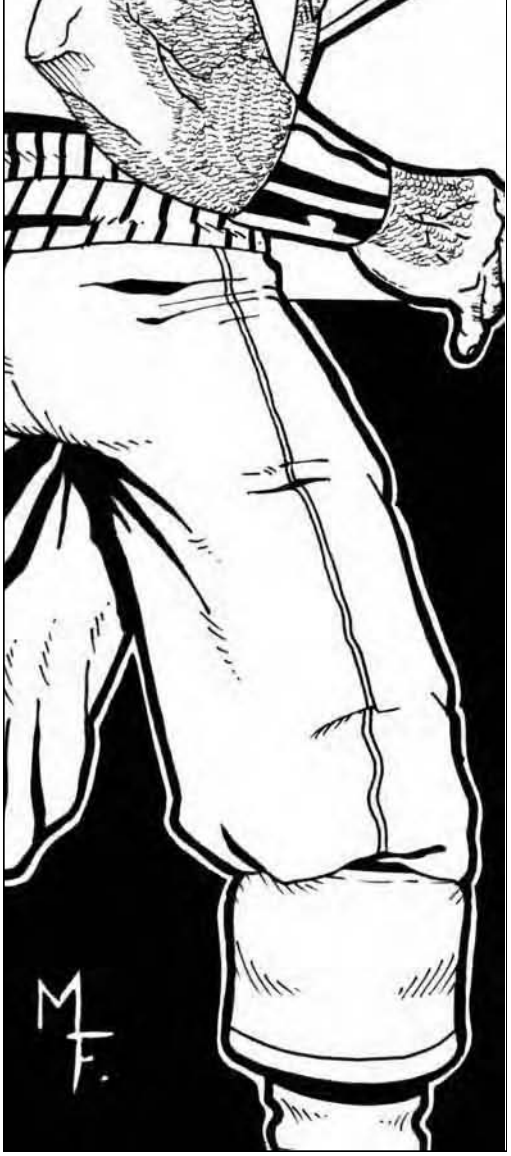
The Ragged Corsair's flagship is a lateen-rigged xebec, the Shrike.

The Ragged Corsair Male human Rgr 4/Mar 6; CR 10; Medium-sized humanoid; HD 10d10+10; hp 83; Init +7; Spd 30; AC 17 (flat-footed 14, touch 13); Atk +11/+6 (1d4+4/17-20 plus wounding *+2 wounding dagger*) and +11/+6 (1d4+3/17-20 *+1 dagger*) or +14/+9 ranged (1d4+1/17-20 *+1 dagger*); SQ Favored Enemy (human +1), Strong Swimming (30 lbs), Swimming Charge; AL NE; SV Fort +10, Ref +6, Will +3; Str 14, Dex 16, Con 13, Int 12, Wis 11, Cha 14.

Skills and Feats: Climb +9, Intuit Direction +7, Jump +6, Profession (Sailor) +9, Sea Legs +16, Swim +9, Captaining, Improved Critical (Dagger), Improved Initiative, Improved Two-Weapon Fighting, Naval Tactics, Skill Focus (Sea Legs), Track, Weapon Focus (Dagger).

Possessions: +2 wounding dagger, +1 dagger, masterwork chain shirt, *ring of marid calling* (as a ring of djinni calling, except for marids), *ring of elemental command* (water).





Big Mike Styles

Mike Styles was a successful, but run-of-the-mill, pirate for the first 5 years of his career. Eventually he went in as equal partner with four other pirate captains to join forces long enough to sack the coastal town of Mensedo just 4 days before the arrival of armed galleons to pick up the sugar and silver.

Fortunately for Mike, the sack itself went flawlessly and all the pirates were made rich. Unfortunately for Mike, he was leading a small band of his crew to take booty from the Governor's mansion and ran across the last survivor of the Governor's family, a hideous crone who put some kind of curse on him that his "sailing days were over." The old woman was quickly gutted and forgotten, and Mike rested secure in the knowledge that surely whatever power her curses held would die with her.

As weeks passed and Mike fled to remote corners of the sea to share his ill-gotten gains with his crew, he noticed that his quarters were becoming more cramped and his clothes were getting too tight to fit him. He had started growing again, as much as a full inch in height each week, with girth expanding to match. For a man who relished melee combat, this was not without advantage. But it soon became clear that it would not be possible for him to continue commanding a ship, especially since his strength was not increasing fast enough to keep up with his size.

Mike started disguising himself, taking on the roles of half-orcs, orcs, and finally ogre pirates. Eventually he dispensed with disguise and started sleeping on the deck so he'd never have to go below, since he can't fit down a companionway.

Mike's curse has stopped for some reason. No one knows why, though Mike seems to have been behind it. It also doesn't seem to be a permanent cure to the problem, since Mike is rumored to still be looking. Big Mike's flagship is a run-down frigate, The Thirsty Brute.

Big Mike Styles Male human Rog 5/Ftr 4; CR 9; Large humanoid; HD 5d6 plus 4d10; hp 51; Init +0; Spd 40; AC 11 (flat-footed 11, touch 10); Atk +13/+8 (2d6+9 masterwork Huge greatsword); SA: Sneak Attack +3d6; SQ Evasion, Uncanny Dodge (Dex bonus to AC); AL N; SV Fort +5, Ref +5, Will +7; Str 19, Dex 11, Con 10, Int 12, Wis 16, Cha 12.

Skills and Feats: Climb +17, Intimidate +5, Intuit Direction +10, Jump +13, Swim +17, Profession (Sailor) +11, Profession (Navigator) +13, Profession (Pilot) +7, Sea Legs +8, Use Rope +8, Dodge*, Iron Will, Power Attack, Skill Focus (Navigator), Weapon Focus (greatsword), Weapon Specialization (greatsword).

Possessions: Large padded armor, masterwork greatsword.

* Cannot use the Dodge feat, as he chose this feat before his increased size effectively lowered his Dex score.

Sheila Grossman

Sheila Grossman is rarely seen coming. A powerful illusionist, she makes great use of *veil* and other spells to seem like another ship, or no ship at all. She has even led her quarry into carefully planned traps from shore by tricking a lookout into thinking that a barren coastline holds a friendly port, where instead her ship and crew wait in ambush. This very effective use of magic has made many captains begin doubting their own eyes, and the demand for shipboard spellcasters powerful enough to employ the *true seeing* spell has risen dramatically.

There are many spellcasters among Sheila's crew, who make extensive use of divination spells to ascertain what ships would grant the most easily portable profit. Since her crew is made up mostly of gnomes, they aren't as interested in stealing crates of goods as they are in stealing magical items, especially jewelry. These expensive tastes have earned Sheila a special place in the hearts of the nobility and aristocracy, who are often the hardest hit when a chest full of jewelry falls into her hands. Hefty rewards have been offered for the capture of Sheila Grossman, but so far she has eluded capture. In fact, every time one of her ships has been taken, Sheila the bounty hunters never seem to be able to find her on board. Sheila is a stunning looking gnome woman, but often uses illusion magic to change her appearance. Her current favorite look is that of a beautiful human woman, but she has been seen as an old dwarf, an elf princess and even a halfling child. Her ever-changing looks, combined with judicious use of *invisibility* and *teleport* spells make her extremely difficult to capture.

Her first mate is Rondell Whitehorn Goldenborn, a gnome inventor. He has a talent for gunpowder weapons over magic, and has supposedly invented many trinkets that make his weapons more accurate and more deadly. Rondell was first shunned by the majority of Sheila's crew because of his lack of magical ability but his skill with a pistol, combined with his ruthless spirit, won their respect very quickly. Sheila took him as her first mate recently, and there are rumors whispered among the crew that their relationship is becoming more personal than professional.

Sheila is said to have at least one expert oceanic sentinel on every ship under her command, making them very well protected and incredibly hard to sink. In addition, many of her common sailors are trained as apprentice wizards, and then armed with wands of *fireball* and *lightning bolt.* This blatant and skillful use of magical might has ensured her victories in what appeared to be overwhelming odds. Stories speak of six royal galleons catching her unawares on the open sea. She did not merely defeat them, but sank four and captured one, forcing the sixth to retreat as quickly as its damaged sails could carry them.

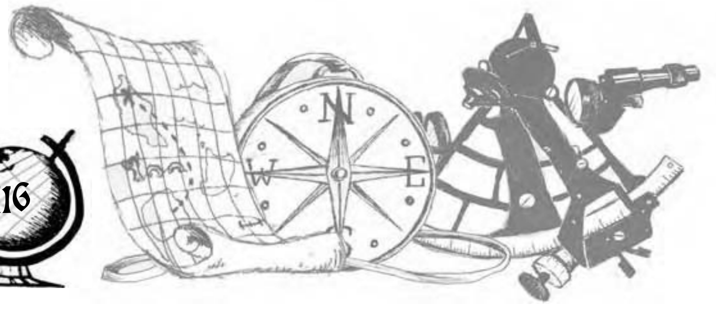
Sheila's flagship is a catarina carrack called the Classy Skunk. While she has many ships at her disposal, some quite a bit larger and tougher than the Skunk, she finds this ship more comfortable. It is rumored that she can be very cruel, killing entire crews with deadly, illusion-enabled mishaps. Still, it's unlikely she can be responsible for all that she is blamed for, for almost all of the recent disappearances at sea sport at least one theory with her as the culprit. This infamy has increased her already sizeable bounty on the mainland, and the authorities of many governments would pay well to have her tried and executed on their soil.

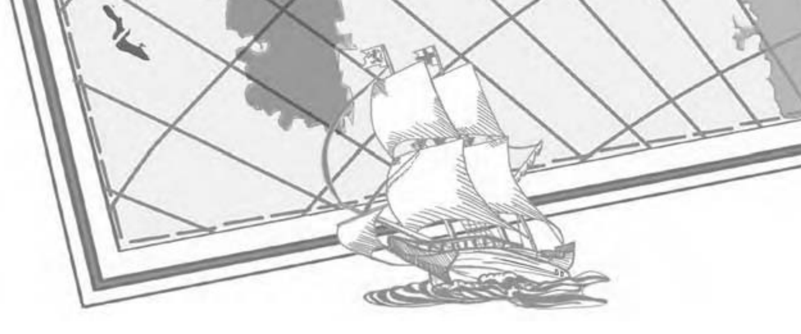
Sheila Grossman Female gnome Ill 15/SeaC 5; CR 20; Small humanoid; HD 15d4+14 plus 5d8+5; hp 71; Init +2; Spd 20; AC 18 (flat-footed 15, touch 14); Atk +13/+8 (1d6+2/17-20 *+3 keen defending shortsword*) or +13 ranged (1d10/x3 pistol); SQ Captain's Presence, Captain's Luck; AL NE; SV Fort +13, Ref +11, Will +18; Str 9, Dex 14, Con 12, Int 20, Wis 15, Cha 13

Skills and Feats: Alchemy +22, Concentration +18, Craft (jeweler) +9, Gather Information +9, Intuit Direction +9, Knowledge (geography) +23, Profession (Navigator) +25, Profession (Pilot) +25, Profession (Sailor) +6, Scry +18, Sea Legs +10, Spellcraft +13, Swim +5, Captaining, Combat Casting, Enlarge Spell, Extend Spell, Leadership, Maximize Spell, Naval Discipline, Naval Expertise, Naval Strategy, Naval Tactics, Quicken Spell, Submerged Spell

Wizard Spells per Day: 5/7/6/6/6/6/4/3/2. Base DC = 15 + spell level, 16 + spell level for illusion spells. Caster Level 15th.

Spellbook: 0-all; 1st-*animate rope, cause fear, change self*, charm person, color spray*, enlarge, feather fall, hypnotism, identify, jump, magic missile, Nystul's magical aura*, Nystul's undetectable aura*, ray of enfeeblement, shield, silent image*, sleep, spider climb, ventriloquism**; 2nd-*arcane lock, blindness/deafness, blur*, continual flame*, endurance, hypnotic pattern*, invisibility*, knock, Leomund's trap*, levitate, locate object, magic mouth*, minor image*, mirror image*, misdirection*, obscure object, protection from arrows, scare, see invisibility, shatter, Tasha's uncontrollable hideous laughter, whispering wind*; 3rd-*dispel magic, displacement*, enhance crew, explosive runes, fireball, fly, gaseous form, gust of wind, haste, hold person, illusory script*, invisibility sphere*, lightning bolt, major image*, nondetection, protection from elements, tongues, water breathing, wind wall*; 4th-*arcane eye, bestow curse, confusion, detect scrying, dimension door, fear, fire shield, harden, illusory wall*, locate creature, mend ship, phantasmal killer*, rainbow pattern*, scrying,*

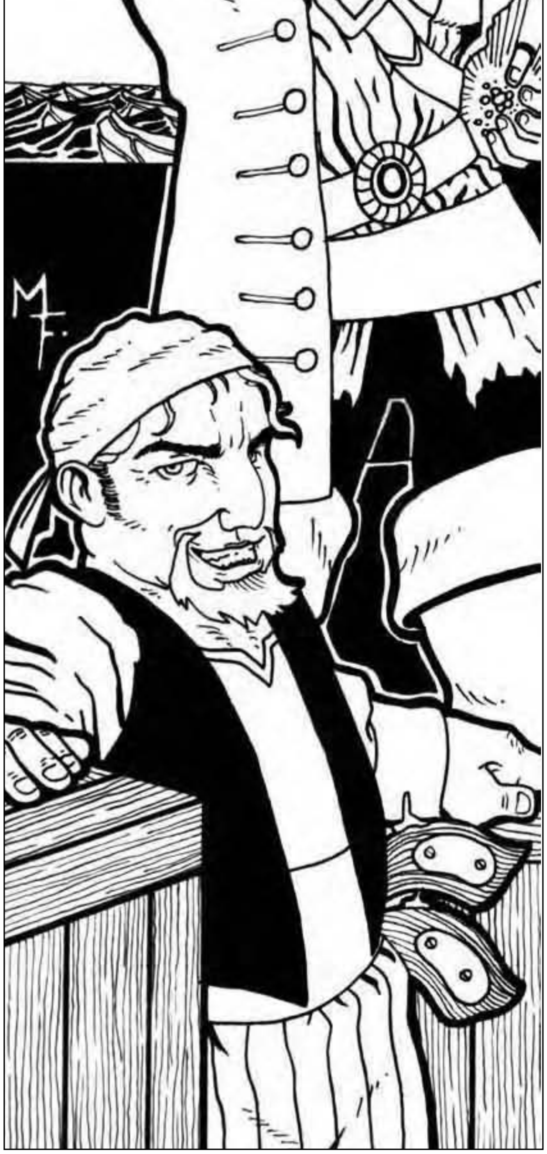




shadow conjuration, stoneskin, underwater communication, wall of fire, wall of ice*;5th-*animal growth, determine location, dominate person, dream*, false vision*, greater shadow conjuration*, mind fog, mirage aracna*, nightmare*, persistent image*, prying eyes, seeming*, sending, soak, solid water, teleport*; 6th-*analyze dweomer, chain lightning, control water, control weather, disintegrate, greater dispelling, mislead*, permanent image*, programmed image*, project image*, repulsion, shades*, true seeing, veil*; 7th-*greater mirror image*, greater scrying, limited wish, mass invisibility*, repel ice, right ship, shadow walk*, simulacrum*, spell turning, vanish*; 8th-*discern location, polymorph any object, screen*, sunburst.*

Sheila is specialized in the illusion school, and all illusion spells in her book are marked with an asterisk. Her prohibited school is Conjuration.

Possessions: amulet of water breathing, bracers of armor +7, boots of airy walking, cloak of storms, ring of resistance +3, +3 keen defending shortsword, wand of enhance crew (22 charges), mantle of spell resistance. Being a very profitable pirate for years, Sheila has access to many more items not listed here.



Rondell Whitehorn Goldenborn Male gnome Exp 6/ Ftr 6; CR 12; Small humanoid; HD 6d6+5 plus 6d10+6; hp 76; Init +7; Spd 20; AC 16 (flat-footed 13, touch 13); Atk +14/+9 (1d6/17-20 masterwork shortsword) or +15 ranged (2d8/x3 masterwork custom pistol); AL CN; SV Fort +8, Ref +7, Will +7; Str 11, Dex 17, Con 12, Int 16, Wis 10, Cha 14.

Skills and Feats: Alchemy +7, Appraise +12, Climb +2, Craft (weaponsmith) +12, Craft (gunsmith) +18, Disable Device +12, Jump +8, Knowledge (mechanics) +12, Open Lock +12, Profession (inventor) +11, Profession (sailor) +7, Sea Legs +7, Use Magical Device +11, Exotic Weapon Proficiency (Firearms), Improved Critical (shortsword), Improved Initiative, Quickload, Skill Focus (Craft: gunsmith), Skill Focus (Profession: inventor), Weapon Finesse (shortsword), Weapon Focus (pistol).

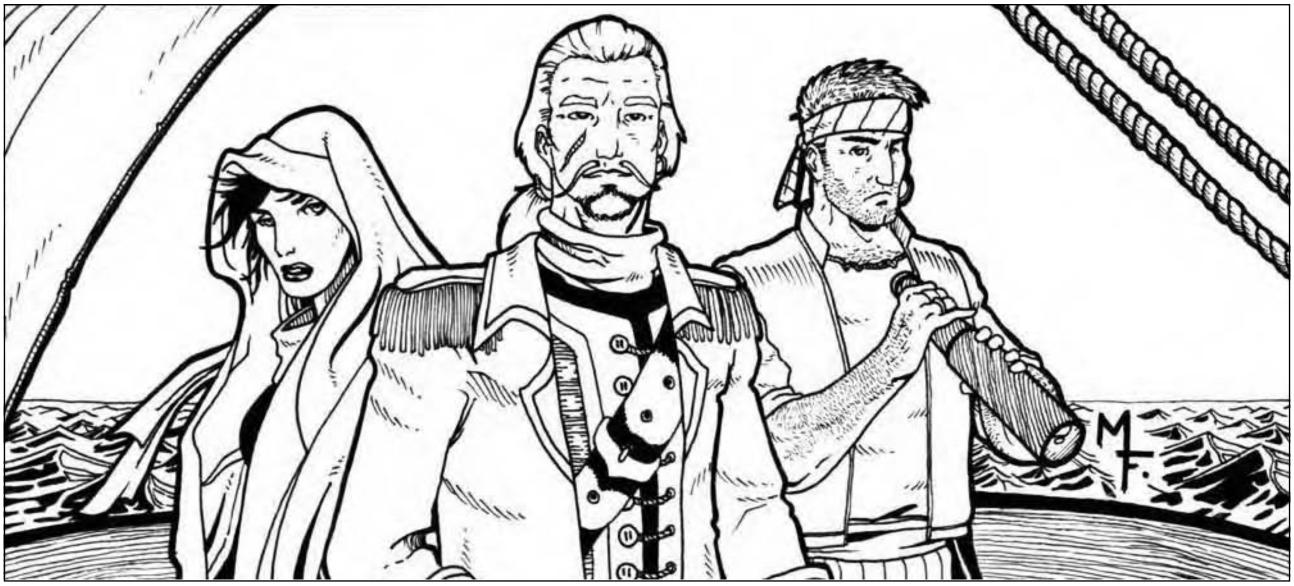
Possessions: masterwork studded leather armor, masterwork shortsword, masterwork custom pistol, *ring of evasion*.

Rondell's pistol is unique, having been designed and made by him exclusively for his use. It is modified to do 2d8 damage, has an inherent +1 bonus to hit, a 60' range increment and cannot misfire. In anyone else's hand the pistol feels clumsy and unbalanced, incurring a –4 circumstance penalty to hit.

Famous Pirate Ships

The Antilla Bussy

The Antilla Bussy is a standard galleon whose captain has been pirating the seas for almost 20 years. Captain Antoine Milleneau (NE male human Rog5/SeaC8) has a very extensive network of handlers. Handlers are dockworkers, out-of-luck sailors, prostitutes, stable boys, and anyone else the captain can count on to acquire information, fence stolen goods, or hide smuggled items. There has been speculation that Captain Antoine Milleneau has handlers in every major port of the world. These handlers are leaders of cells of 4 to 6 people who do the dirty work while the handler maintains their seemingly uninvolved façade. None of these handlers have ever given any information about the Captain, despite the numerous and extensive rewards that have been placed on his head. Antoine Milleneau takes care of those who work for him and rewards them greatly for a job well done, so any immediate rewards that may be granted for turning him in to the authorities certainly pales in light of the riches that any of these handlers could reap from staying loyal to the Captain for years to come.

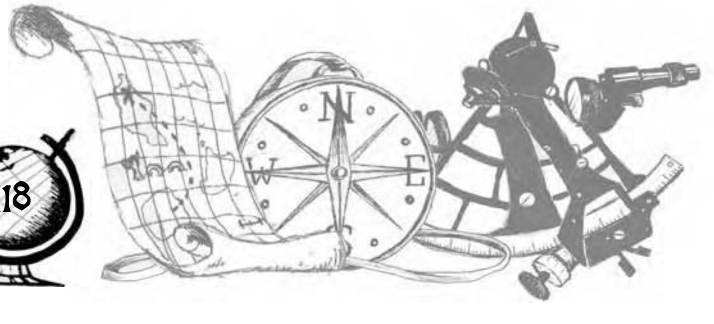


On the other side of the coin, Captain Antoine Milleneau is known to be merciless to anyone that betrays his trust. Many years ago, three of his crew devised a plan to trap him and turn him over to the local magistrate. When Antoine found out, he tied them to the yardarm and slit open their stomachs, allowing them to die slowly as the seagulls ate their insides while rest of his crew had to go on about their regular duties. This certainly got the message across loud and clear.

Antoine's first mate, known only by the name Micha (NE male human Rog8/Ftr4), is an obnoxious man who is little liked by the rest of the crew, yet they will all admit that he works as hard, if not harder, than everyone else. He certainly demands quite a lot from those on the ship, but never asks anyone to do anything that he cannot do himself. Quite often he is seen on the deck of the ship doing the same sort of work as the lowest tar. He is wantonly cruel, beating sailors within an inch of their lives for even the most trivial failure. The crew as a whole, while adoring Captain Milleneau, detests Micha and would like nothing more than a stray cannonball to kill the small man. Their fear of Captain Milleneau's vengeance keeps them from acting directly against Micha, and their desire to continue making the money they've become accustomed to keeps them on board.

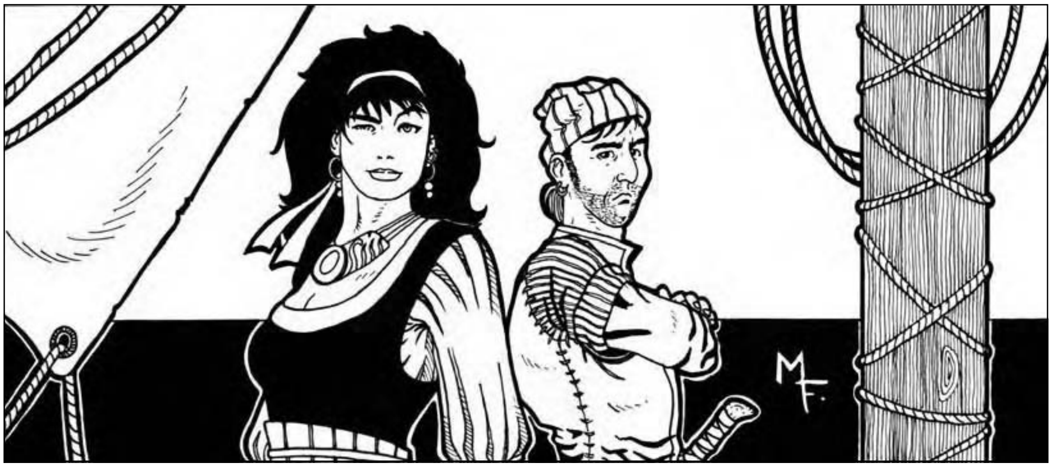
The Antilla Bussy's resident mage is Syndal de Ashlay (N female human Wiz14). She is of indeterminate age, and the crew believes she's anywhere from 35 to 70. It is said that she has been with the Captain since the beginning of his career, helping him secure his first command. She is a quiet woman who spends much of her time in her cabin with her books, studying the mystical arts. She has a fairly extensive library on ship, and all the books that are contained therein have been magically prepared so that if the ship ever sinks, the books can be easily retrieved without any damage.

Captain Milleneau's navigator is also the ships priest. Bernie Paljaro (N male human Exp6/Clr5 of Argon) is concerned that all the crew can be raised at the ships shrine, however, he is more concerned with getting the ship to where it needs to be. Bernie, while being only an unenthusiastic priest, is an expert navigator. He has two members of the crew training with him, teaching them the finer art of navigation.



Vanessa Rose

The Vanessa Rose is a ship whose name strikes fear in the hearts of those that hear it for her Captain is Bloody Paul Demmings (CE male tiefling Rog5/Asn5/SeaC7). Captain Demmings is a brutal man whose fleet of pirate ships terrorizes not just other ships, but towns along the coastline, military outposts and island nations. The flagship of the fleet, the Vanessa Rose is a pristine royal galleon modified for increased speed. He has five frigates under his command as well as over a dozen carracks of various classes. The exact number of ships in his fleet varies, and he has been known to set an "expendable" ship ablaze and send it at docks, convoys, or any other tight group of ships. He is estimated to have two to three thousand loyal men and women under his command, ready to follow him into any amount of danger. Captain Paul Demmings has not left anyone alive on any of the ships that he has ever captured, instead he has thrown them overboard or turned them over to his less-than-savory allies for sacrifice or even food. The newly emptied ships are either conscripted into his fleet or sunk after all the possible treasure and supplies have been extracted. Captain Demmings is almost seven feet tall and broad shouldered. He is bald, but wears a full beard that is black as a raven's wing. He has a vicious scar that runs from his ear to his nose that he claims to have gotten when pulling the wings off of an archon. The Captain likes to dress in browns, perhaps as a foil for his first mate, Mad Addy.



The first mate Vanessa Rose is Adalaine Scoldaria (CE female half-elf Brd5/Asn 9), known to the rest of the crew as Mad Addy. She is as ruthless and bloodthirsty as the Captain that she serves, and quite often leads the boarding actions against other ships. She always dresses in garish reds and pinks, and all of the blades of her weapons are tinted bright red. Her hair is long and tangled, and her looks (or lack thereof) usually startle those that see her for the first time. She often takes advantage of that shock in battle, allowing her to strike first.

The bosun is Bart Trevillier (NE male human Rog7/SeaC1). Bart is a quiet, meek seeming man that dresses plainly. However unlikely it seems, he fits in quite well with the rest of the officers of the Vanessa Rose. He is an extremely sadistic man who enjoys torture, and he often requests that one or two of the enemy sailors be left alive for his amusement. He maintains a small room below decks that he calls his play room, and anyone that is taken there will, after days of agony, be turned into chum.

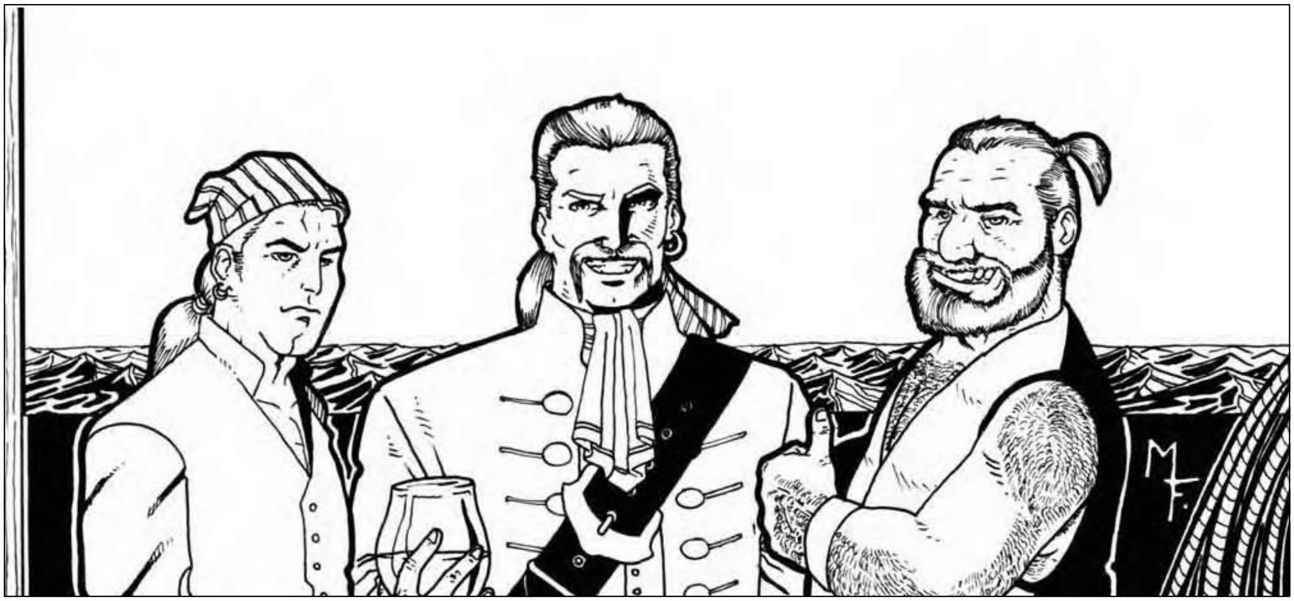
At times both Mad Addy and Bart captain smaller ships for Captain Demmings during raids, and because of their exemplary service have been offered ships of their own, but their first loyalty is to Captain Demmings and the Vanessa Rose.

There are two mages aboard the Vanessa Rose, Eljira ma Farin (NE female human Sor10) and Wallace Fitzhugh (NE male human Wiz4/OcSe5). The two are lovers and are rarely out of each others sight. They work well together; Eljira primarily using offensive magic, while Wallace concentrates on protecting the ship. The two are a mixed match, Eljira being a large woman, tall and heavy-set with a swarthy complexion, with dark hair and penetrating eyes while Wallace is extremely thin and fair skinned with red hair and freckles, giving him a very boyish appearance. They both dress very plainly to blend in with the rest of the crew. They see no reason to reveal themselves until the spells actually start flying.

Captain Demmings doesn't trust any sort of cleric or holy man, arguing that their devotion to a particular faith will only get in the way at some point, so he has "employed" Roderick Shieldstorm (NG male dwarf Exp3/Surg5/Ftr1) and placed him in charge of the well being of his crew. Roderick was originally on board a naval vessel but was kept alive because of his healing talents and pressed into service on board the Vanessa. He knows that his life depends on loyal service and doing the best job he can, so he grudgingly patches the wounds of the crew while ignoring the acts of depravity and cruelty that go on around him. He's hoping that Captain Demmings will get in over his head one day, giving Roderick a chance to escape. Unfortunately, the Vanessa Rose has never entered a battle it couldn't win.

Bright Hope

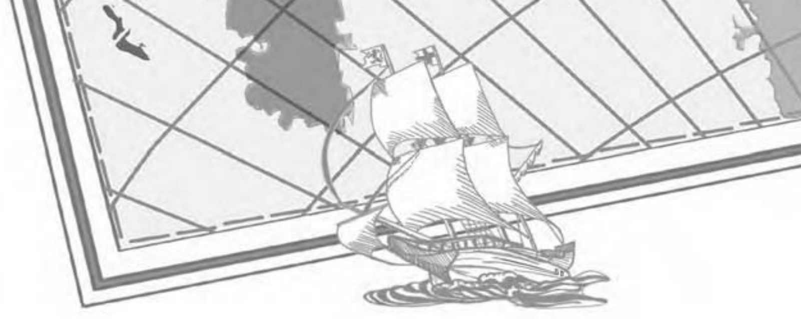
Heinrich von Kiplording (CG male human Ari4/Rog6/Priv1) captains the Bright Hope, a white and yellow frigate. Captain Kiplording was a privateer who had a Letter of Marque, but his homeland made peace with their enemy a few years ago and his letter was revoked. Being a captain through and through, and always the patriot, Captain Kiplording kept doing what he had always done: attacked and looted the ships of the nation that he still considers an enemy. The general populous has a soft spot in their hearts for Heinrich von Kiplording, and many think of him as a hero. The people of many coastal cities simply turn a blind eye when the Bright Hope sails in to harbor, and they welcome her crew into their inns and shops with open arms, despite orders from the royal navy and the local magistrates to capture and hold Captain Kiplording.



Heinrich is known as the Gentleman pirate for a few reasons. First, he only kills when necessary for the safety of his crew. He has actually gone out of his way to make sure that those on captured ships are left alive by putting them on lifeboats before taking or sinking their ship. The second reason is that the Captain is the youngest son from a minor noble family, proudly displaying his family's crest. He is very free with his money, always dressing in the latest fashions and only consuming the finest foods and spirits available. The third reason is that the Captain usually leaves part of the treasure that he captures to the towns that provide him safe harbor. Many of the poorest common folk have survived a harsh winter because of money or supplies that were passed down from the Bright Hope, and local superstitions have cropped up about his gifts, especially to those about to be wed. It is said that it means 10 years of good luck if you serve a barrel of ale marked with the colors of the Bright Hope at your wedding, and 25 years if Kiplording himself delivers the barrel.

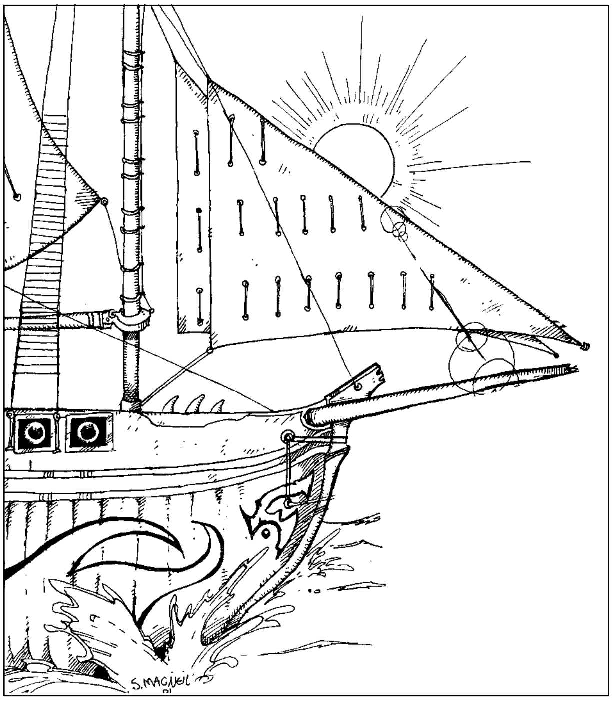
The first mate of the Bright Hope is Ferdy Biella (NG male human Exp5/SeaC9). Ferdy is the one who really runs the Bright Hope, as Captain Kiplording does little in terms of directing the crew, or even piloting the ship, trusting all of that "busywork" to his First Mate. Ferdy is quite skilled at captaining a ship, and many have asked him why he doesn't either take command of the *Hope* or claim his own ship. He simply replies that he doesn't want that kind of exposure and goes back to his duties. Ferdy Biella is a good-looking young man, with blond hair and blue eyes. Despite his obvious better means, he dresses like any other sailor on the crew, preferring to keep a low profile. Ferdy likes to speak in rhyme, which he always does with a smile on his face.

The ship's priest is a loud, boisterous man who is fond of the drink, Joshua Salem (NG male dwarf Clr7 of Brashtamere Path of Joy). Joshua always makes sure there is plenty of ale aboard ship for the entire crew, as well as a sizable supply for his personal consumption. When he first came aboard the Hope he was an impressive young man, but the years have not been as kind to him, most of it evident in his waistline. He's far too fond of song, story, and tankard to be all that concerned with his physique, and the crew makes sure he is in full supply of all three.



A Complete Record: The Fortuna Urania

Guijin ada Wahab was born into a wealthy merchant family of Molam, one of the principal partners of the Red Star merchant company. As a young man, while still inexperienced at sea, he was given command of a small fleet of four Red Star trade galleys, selling and buying goods along the coast of the Inland Sea. Through ill fortune or betrayal, pirates attacked the fleet soon after loading a wealth of goods from Molam for delivery in Falia and Scolia. After a valiant battle, and with the support of his childhood friends Malik Ibn Abuan and Sibbah Hasin al-Din, Guijin resorted to setting his own ships on fire in order to sink the main pirate vessel. Although this won him the day, the loss of goods and lives was great. Limping back to port, Guijin was enraged at the apparent disinterest in the pirates shown by the port authorities and local Red Star representatives. Furthermore, he was faced with the prospect of saddling his family with the debt to Red Star for the ships and goods. Instead, Guijin chose to take dishonor upon himself and went in search of the pirates' home base. Easily overcoming the remaining resistance there, he and his friends took up the life, and leadership, of the pirates they had just defeated.



Under his captaincy the Fortuna Urania, his favorite vessel, has been highly successful. Knowledge of merchant routes and contacts in the industry has helped Guijin pick easy and rich targets. With a reputation for honor, but also for ruthlessly taking an eye for an eye, Guijin can often persuade other captains to surrender their wares with little resistance on promise of letting the prey's ship and crew proceed on their way unharmed.

Captain Guijin ada Wahab Male human Rgr 6/SeaC 5; CR 11; Medium-sized humanoid; HD 6d10 plus 5d8; hp 70; Spd 30; AC: 16 (flat-footed 13, touch 12); Init +2; Atk: +10/+5 (1d6+2/18-20 *+2 scimitar*) and +9 (1d6/19-20 masterwork short sword) or +11/+6 ranged (1d8/19-20 light crossbow); SQ Captain's Luck, Captain's Presence, Favored Enemy (undead +2, animals +1), Initiate to Artifice (Path of Spoils); AL N; SV Fort +7, Ref +8, Will +8; Str 11, Dex 15, Con 10, Int 16, Wis 14, Cha 12.

Skills and Feats: Balance +7, Climb +6, Gather Information +8, Intuit Direction +9, Knowledge (mercantile trade) +10, Profession (Sailor) +13, Profession (Navigator) +13, Profession (Pilot) +13, Sea Legs +12, Search +7, Spot +12, Swim +9, User Rope +5, Captaining, Dodge, Remove Bindings, Resist Bindings, Track, Naval Strategy, Naval Tactics, Water Combat, Weapon Focus (scimitar).

Possessions: +2 scimitar, masterwork short sword, chain shirt, *Alura's Blush Necklace, Admiral's Sextant.*

First Mate Malik Ibn Abuan Male human Rgr 5/SeaS 1; CR 6; Medium-sized humanoid; HD 5d10 plus 1d8; hp 33; Spd 30; AC: 15 (flat-footed 14, touch 11); Init +1; Atk: +9/+4 (1d8+4/x3 *+1 spear of the shark*) or +8 ranged (1d8+4/x3 *spear of the shark*); SQ Favored Enemy (plants +2, mermen +1), Initiate to Artifice (Path of Spoils); AL N; SV Fort +6, Ref +4, Will +4; Str 15, Dex 13, Con 11, Int 17, Wis 11, Cha 10.

Skills and Feats: Intuit Direction +6, Move Silently +6, Profession (Sailor) +6, Profession (Pilot) +8, Ride (dolphin) +5, Sea Legs +5, Search +10, Spot +7, Swim +11, Wilderness Lore +9, Amphibian, Deep Diving, Endurance, Skill Focus (Swim), Track, Water Combat.

Possessions: spear of the shark, sharkskin armor.

Ship Mage Sibbah Hasin al-Din Male human Sor 5; CR 5; Medium-sized humanoid; HD 5d4+15; hp 29; Spd 30; AC: 16 (flat-footed 16, touch 12); Init +0; Atk +1 (1d6-1/x3 halfspear) or +2 ranged (1d8/19-20 light crossbow); AL N; SV Fort +4, Ref +1, Will +4; Str 9, Dex 11, Con 17, Int 16, Wis 10, Cha 16.

Skills and Feats: Alchemy +5, Concentration +11, Craft (Shipbuilding) +8, Knowledge (Arcana) +11, Scry +5, Spellcraft +11, Swim +1, Sea Legs +2, Profession (Sailor) +5, Combat Casting, Enlarge Spell, Scribe Scroll.

Possessions: halfspear, light crossbow, *+2 ring of protection, 5 potions of water breathing, 4 scrolls with fog cloud.*

Spells Known (6/7/5; base DC = 13 + spell level): 0- *detect magic, disrupt undead, light, mending, mage hand, read magic*; 1st- *endure elements, mage armor, spider climb, wind*; 2nd- *fog cloud, minor spell shield.*

Broadsides Ship Log

Name:	Fortuna Urania
Owner:	Captain Guijin ada Wahab
Class:	Xebec
Cargo:	60 tons Note: has a Shrine to Artifice on board
Transport:	200

Length:	90'
Keel:	65'
Beam:	24'
Depth:	10'
Mast Ht.:	50'

Crew	Minimum Sailing Ranks: 5	
Optimal: 50	Piloting DC: 16	Base Skill Check Bonus: +10
Adequate: 35	Piloting DC: 20	Base Skill Check Bonus: +5
Skeleton: 20	Piloting DC: 24	Base Skill Check Bonus: +0
Current: 170 Oarsmen: none	Average Sailing Rank: 6 Average Sea Legs: 3	Add'l Skill Check Bonus: +1
Captain:	Guijin ada Wahab, Checks: Sailor +13, Nav +14, Pilot +14, Sea Legs +10, Feats: Captain's Presence, Captain's Luck	
Pilot:	Malik Ibn Abuan, Checks: Pilot +11, Sea Legs +9, Feats: Deep Diving, Water Combat, Endurance, Amphibian	
Navigator:		
Ship Mage:	Sibbah Hasin al-Din	
Other:	Average Crewman - War2, 2d8 HP, Scimitar and Dagger, Checks: Sailor +6, Sea Legs +3, Swim +3, Climb +4	

Damage Allocation

		Hardness	Brk DC	Total HP	Current HP Damage
1-3	Deck (trans to hull)	5	18	140	
4-11	Hull	8	28	200	water dam:
12	Armament (trans to deck)	see below			
13-14	Oars (3 hp ea) (trans to hull)	5	17	N/A	
15	Masts (sails destroyed if mast is)	5	28	30	
16	Rigging (sail dam, even if reefed)	0	23	(sail HP)	N/A
17-20	Sails (dam reduced by % reefed)	0	23	60	

Movement Speed (sail): 10	Speed (oar): N/A
Acceleration/Deceleration: 2/4	Acceleration/Deceleration: N/A
Max. Speed at >120 degrees: 11	Seaworthiness: 0 (fair)
Max. Speed at =60 degrees: 10	
Manueverability: D (2 30-degree turns / minute)	Current Speed:
Rigging: Lateen	
Masts and Sails: Main - Medium Lateen - 20 hp	
Fore - Large Lateen - 30 hp	
Mizzen - Small Lateen - 10 hp	

Armaments	Crew (half)	Rate (half)	Range Inc	Damage	Crit	Hard	HP (ea)	Curr. Dam.
20 medium cannons	2 (1)	1 (1/2)	200 ft.	4d6	x4	10	60	
(10 port, 10 starb.)								
7 light cannons	2 (1)	2 (1)	150 ft.	3d6	x4	10	40	
(stern, swivel-mounted)								

© 2001, 2002 Living Imagination, Inc. Made in the USA. Permission granted to copy for personal use only.

BROADSIDES Ship Log

Name:
Owner:
Class:
Cargo:
Transport:

Length:
Keel:
Beam:
Depth:
Mast Ht.:

Crew Minimum Sailing Ranks:
Optimal: Piloting DC: Base Skill Check Bonus: +10
Adequate: Piloting DC: Base Skill Check Bonus: +5
Skeleton: Piloting DC: Base Skill Check Bonus: +0

Current: Average Sailing Rank: Add'l Skill Check Bonus:
Oarsmen:
Average Sea Legs:
Captain:
Pilot:
Navigator:
Ship Mage:
Other:

Damage Allocation

		Hardness	Brk DC	Total HP	Current HP Damage
1-3	Deck (trans to hull)	5	18		
4-11	Hull				water dam:
12	Armament (trans to deck)	see below			
13-14	Oars (3 hp ea) (trans to hull)	5	17		
15	Masts (sails destroyed if mast is)	5	28		
16	Rigging (sail dam, even if reefed)	0	23	(sail HP)	N/A
17-20	Sails (dam reduced by % reefed)	0	23		

Movement Speed (sail): Speed (oar):
Acceleration/Deceleration: Acceleration/Deceleration:
Max. Speed at >120 degrees: Seaworthiness:
Max. Speed at =60 degrees:
Manueverability: Current Speed:
Rigging:
Masts and Sails:

Armaments	Crew (half)	Rate (half)	Range Inc	Damage	Crit	Hard	HP (ea)	Curr. Dam.

© 2001, 2002 Living Imagination, Inc. Made in the USA. Permission granted to copy for personal use only.

Glossary of Nautical Terms

Abeam - At right angles to, or beside, the boat.

Aboard - On or in the boat.

Aft - Toward the stern.

Aground - When the hull or keel is against the ground.

Aloft – Overhead or above.

Amidships - The middle of a vessel, either longitudinally or transversely.

Anchor - An object designed to grip the ground, under a body of water, to hold the boat in a selected area.

Astern - Behind the boat

Athwartships - Across the ship from side to side; perpendicular to the keel.

Backstay - A support wire that runs from the top of the mast to the stern.

Bail - To remove water from the boat.

Ballast - Weight in the lower portion of a boat, used to add stability

Battens - Thin, stiff strips of wood, placed in pockets in the leech of a sail, to assist in keeping its form.

Beakhead - A platform or projecting structure forward of the forecastle.

Beam - The width of the boat at its widest. Also a timber mounted athwartships to support decks and provide lateral strength; large beams were sometimes called baulks.

Beam reach - a point of sail where the boat is sailing at a right angle to the wind.

Bearing - A compass direction from one point to another.

Belay - To make secure.

Bight - A loop.

Bilge - The lowest part of a boat, designed to collect water that enters the boat.

Block - A pulley.

Boat Hook - A device designed to catch a line when coming alongside a pier or mooring.

Boatswain - An officer in a ship who has charge of the rigging, sails, etc. and whose duty it is to summon the men to their duties with a whistle.

Bolt Rope - A rope sewn into the luff of a sail for use in attaching to the standing rigging.

Boom - The horizontal spar to which the foot of a sail is attached.

Boom Irons - An iron ring fitted on the yardarm through which the studding sail boom slides when rigged out or in.

Boom Vang - A line that adjusts downward tension on the boom.

Bore - Interior of a cannon barrel.

Bow - The front of the boat.

Bowsprit - A spar extending forward from the bow.

Breast Line - A docking line going at approximately a right angle from the boat to the dock.

Broach - To spin out of control, either causing or nearly causing a capsize.

Broad Reach - A point of sail where the boat is sailing away from the wind, but not directly downwind.

Breech - The part of a cannon behind the bore.

Buoy - An anchored float marking a position or for use as a mooring.

By the Lee - Sailing with the wind coming from behind, and slightly to the side that the sails are on

Capsize - To turn a boat over.

Cast Off - To release lines holding boat to shore or mooring, to release sheets.

Centerboard - A fin shaped, often removable, board that extends from the bottom of the boat as a keel.

Chafe - Damage to a line caused by rubbing against another object.

Chainplates - Metal plates bolted to the boat to which standing rigging is attached.

Chock - A guide for an anchor, mooring or docking line, attached to the deck.

Cleat - A fitting to which a lined is secured.

Clew - The lower aft corner of a sail.

Close hauled - A point of sail where the boat is sailing as close to the wind as possible

Close reach – A point of sail where the boat is sailing towards the wind but is not close hauled

Cockpit - The area, below deck level, that is somewhat more protected than the open deck, from which the tiller or wheel is handled.

Companionway - A stairway or ladder leading from one deck to another.

Displacement - The weight of the water displaced by the boat.

Dock - The area in which a boat rests when attached to a pier, also the act of taking the boat to the pier to secure it.

Downhaul - A line, attached to the tack, that adjusts tension in the sail

Draft - The depth of the boat at its lowest point, also the depth or fullness of the sail.

Drift - The leeway, or movement of the boat, when not under power, or when being pushed sideways while under power.

Ease - To loosen or let out.

Fairlead - A fitting used to change the direction of a line without chafing.

Fathom - A measurement relating to the depth of water, one fathom is 6 feet.

Figurehead - A carved bust of a person or mythical being at the foremost extremity of the bow below the bowsprit.

Foot - The bottom part of a sail.

Forward - Toward the bow of the boat.

Forecastle - A short, raised foredeck, the forward part of the upper deck between the foremast and the stem, or the quarters below the foredeck.

Foremast - The forward mast of a boat with more that one mast.

Foresail - The jib.

Fouled - Entangled or clogged.

Freeboard - The distance from the highest point of the hull to the water.

Furl - To fold or roll a sail and secure it to its main support.

Gallery - A balcony projecting from the stern or quarter of a large ship.

Genoa - A large foresail that overlaps the mainsail.

Gimball - A device that suspends a compass so that it remains level.

Gooseneck - A device that connects the boom to the mast.

Ground Tackle - The anchor, chain and rode.

Gundeck - The deck where the guns were located; large ships may have as many as three gun decks called the lower, middle and upper gundeck.

Gunport - Exit in a gunwale or bulwark for the muzzle of a cannon.

Gunwale - The railing of the boat at deck level.

Halyard - The line used to raise and lower the sail.

Hard Alee - The command given to inform the crew that the helm is being turned quickly to leeward, turning the boat windward.

Hatch - A rectangular opening in a vessel's deck.

Head - Top of the sail.

Head to Wind - The bow turned into the wind, sails luffing.

Headsail - A sail forward of the mast, a foresail.

Headstay - A wire support line from the mast to the bow.

Headway - Forward motion.

Heave To - To stop a boat and maintain position (with some leeway) by balancing rudder and sail to prevent forward movement, a boat stopped this way is "hove to."

Helm - The tiller or wheel, and surrounding area.

Helmsman - The member of the crew responsible for steering.

Heel - The leeward lean of the boat caused by the action of the wind on the sails.

Hike - Leaning out over the side of the boat to balance it.

Hoist - To raise aloft.

Hold - The interior of a hull, especially the part of a merchant ship's interior where the cargo and ballast were stowed.

In irons - Having turned onto the wind or lost the wind, stuck and unable to make headway.

Jib - A foresail, a triangle shaped sail forward of the mast.

Jibe - A change of tack while going downwind.

Keel - A fin down the centerline of the bottom of the hull

Knot - A unit of speed, one knot = 6,076 feet (one nautical mile) per hour.

Lanyard - A line attached to any small object for the purpose of securing the object.

Lateen – A triangular sail, or the style of rigging in which the sail is tied to a boom.

Latitude – Degrees north or south of the equator.

Leech - The back edge of a sail

Leeward – Downwind.

Lifeline - A rope fence surrounding the deck to help prevent crew from falling overboard.

List - The leaning of a boat to the side because of excess weight on that side.

Longitude – Degrees east or west from a fixed line which travels from the north to south pole along the surface of the planet.

Luff - The front edge of a sail, and the flapping in the wind of the front of the sail (luffing).

Mainsheet - The line that controls the boom.

Mast - A long pole or spar of timber set upright on a ship's keel to support the sails.

Mizzen - The shorter mast behind the main mast.

Mooring - An anchor or weight, permanently attached to the sea floor, with a buoy going to the surface, used to hold the boat in a certain area

Outhaul - The line that adjusts tension along the foot of the sail along the boom

Painter - A line tied to the bow of a small boat for the purpose of securing it to a dock or to the shore.

Pennant - A triangular flag.

Pinch - To sail as close as possible towards the wind.

Point - To turn closer towards the wind (point up).

Port - The left side of the boat.

Port tack - Sailing with the wind coming from the port side, with the boom on the starboard side

Privileged vessel - The ship with the right of way.

Reach - Sailing with a beam wind.

Ready about - Prepare to come about.

Reef - To reduce the size of a sail.

Rhumb line - A straight line compass course between two points.

Rigging - The standing rigging is the mast and support lines, running rigging is the lines with which you adjust the sails.

Rode - The line and chain that connect the anchor to the boat.

Rudder - A fin under the stern of the boat used in steering.

Running - A point of sail, going directly downwind.

Scull - Moving the rudder back and forth in an attempt to move the boat forward.

Shake out - To release a reefed sail and hoist the sail aloft.

Sheave - The wheel of a block pulley.

Sheet - A line used to control the sail.

Shipwright - A master craftsman skilled in the construction and repair of ships. In many instances, the person in charge of a ship's construction, including the supervision of carpenters and other personnel, control of expenditures and schedules, and acquisition of materials.

Shrouds - Support ropes for the mast.

Spinnaker - A large, light sail used in downwind sailing.

Spreaders - Struts used to hold the shrouds away from the mast.

Spring line - Docking lines that keep the boat from drifting forward and back.

Starboard - The right side of the boat.

Starboard tack – A course with the wind coming from starboard and the boom on the port side.

Step - The frame at the bottom of a mast.

Stern - The back of the boat.

Stow - To put away.

Tack - The front, lower corner of the sail. Tack also refers to a course with the wind coming from the side of the boat, also to change course by turning into the wind so that the wind comes from the other side of the boat.

Tender - A small boat used to transport crew and equipment from shore to a larger boat.

Tiller - Controls the rudder and is used for steering.

Topping lift - A line that holds up the boom when it is not being used, also the line that controls the height of a spinnaker pole.

Transom - The back, outer part of the stern.

Traveler - A device that the mainsheet may be attached to which allows its position to be adjusted.

Trim - To adjust the sails, also the position of the sails

Tuning - The adjustment of the standing rigging, the sails and the hull to balance the boat for optimum performance.

Wake - The swell caused by a boat passing through water.

Whisker pole - A light spar which holds the jib out when sailing downwind

Winch - A metal drum shaped device used to assist in trimming sails.

Windward – Upwind.

acclimatization 14
adventuring 106
altitude 14
Amphibian 61
apothecary 57
aquatic creatures 47
aquatic scourge (harpooneer) 65
arcane guardian (oceanic sentinel) 69
Artillerist 4
attune vessel (oceanic sentinel) 69
ballista 43
bilge pump 55
binnacle 55
boatswain's whistle 55
bow harpoon 53
brigantine 21
buoyancy 49
cannon 43
Captaining 61
captain's log 55
captain's luck (sea captain) 75
captain's presence (privateer) 71, (sea captain) 75
captain's speaking trumpet 55
caravel 23
catapult 43
catarina carrack 23
chart 8
charting tools 55
close-quarter fighting (harpooneer) 65
cog 22
compass 6
complex surgery (surgeon) 73
cut your way out (harpooneer) 65
dead reckoning (sea captain) 75
Deep Diving 61
discerning eye (privateer) 71
ditty bag 55
diving bell 53
diving grease 55
dorsal ram 53
drakkar 19
dreadnaught 20
drops 44
dwarven knorr 28
dwarven skaid 28
elven assault ship 28
elven man-of-war 29
emetic 57
enemy nation (privateer) 71
ether 57
famous pirate ships 118
famous pirates 114
fearless hunter 65
fearsome reputation (privateer) 71
feats 61
firearms 54
fireshooter 46
fishing boat 27
Flyer 61
flying ships 12
frigate 26
fusta 20
galleass 20
galleon 24
galley 19, 20
gnomish paddlewheel 29
gnomish trade fluit 29
goggles 55
golden eagle 30
Graceful Diver 61, 62
grain ship 22
great galley 21
gunpowder 54
Handler 62
harpooneer 64
healing poultice 58
heedless dive (sea scout) 77
helicorpion 101
High Flyer 62
holding your breath 49
hunter's mercy (harpooneer) 65
ichthymus 98
intricate surgery (surgery) 73
Impale 62
Jack Tar 62
jonah 103
kala root 58
keelboat 26
ketch 26
Kick Up 62
large carrack 23
log line 55
longboat 19
longship 19
major surgery (surgeon) 73
man-of-war 25
map 8
marine 66
masks 55
merchantman 25
Naval Combat 35
Naval Discipline 62
Naval Expertise 63
naval intuition (privateer) 71
Naval Strategy 63
Naval Tactics 63
Navigation 4, 33
  and piloting 5
nautical equipment 55
nautical instruments 6
nautical magic items 93
nautical organizations 104
nemi galley 21
oceanic sentinel 68
orcish dromon 30
orctopus 99
Pilot 4
piloting 33, 34
pinnace 27
polacre 26
prestige classes 64
privateer 70
Quickload 63
ram 45
rations, sea 55
retrieve victim (harpooneer) 65
ride (sea creature) 49
rituals 78, 87
round ship 22
royal galleon 25
ruthless efficiency (privateer) 71
sail boat 27
Sailor 5
Sailrider 63
scopal leaves 58
sea adept (sea scout) 77
sea captain 74
sea creatures 98
Sea Legs 5
sea scout 76
seadevil 53
seasickness 12
sextant 7
share body (oceanic sentinel) 69
share spirit (oceanic sentinel) 69
ship saboteur (sea scout) 77
ships 15
  acceleration 17, 37
  aerodynamics 17
  armaments 18, 42
  attacking 39
  boarding 40
  cargo 18
  changing direction 37
  combat 36, 37
  construction 31
  crew 15, 39
  damage allocation 44
  damage by spells 46
  deceleration 17, 37
  deck 18
  design 31
  engagement 35
  hull 18
  initiative 35
  maneuverability 17
  movement 36
  oars 16
  repair 46
  rigging sails 15
  seaworthiness 17
  size 15
  speed 16
  taking damage 41, 42
  transport 18
ship's bell 55
sight of the deep (sea scout) 77
simple surgery (surgeon) 73
siren 100
sky chariot 30
sky sickness 14
silverfish 53
sixth sense (harpooneer) 65
small carrack 23
spells 78
spyglass 7
strong swimming (marine) 66
Submerged Spell 63
surgeon 72
surgeon's kit 58
surgeon's tools 58
surgical supplies 57
swimming charge (marine) 67
Take'm Alive 63
telescope 7
terrain 8
tiger dwarf 102
timepiece 7
tincture of opium 58
touch of the sentinel (oceanic sentinel) 69
towers and arrows 45
trade intuition (privateer) 71
underwater adventuring 47
  abilities 48
  acid 50
  actions 48
  bleeding 50
  cold 49
  damage 50
  dexterity 48
  electricity 50
  elements 49
  etherealness 50
  fire 49
  gaseous forms 50
  hearing 49
  incorporeality 50
  items 49
  possessions 49
  sight 48
  sonic attacks 50
  spellcasting 49
  talking 49
  turning undead 49
  weapons 49
underwater combat 53
underwater equipment 55
underwater vessels 50, 51
  air 51, 52
  armaments 52
  capacity 51
  climb 52
  depth 51
  descend 52
  hull 51
  maneuverability 52
  propulsion 52
  speed 52
veteran's glory (marine) 67
voyaging 32
water 47
  depth 48
  temperature 48
Water Combat 63
water odometer 56
weapons 59
weather 9, 32
weather glass 56
wetsuit 57
wind direction 10
wind speed 11
withdraw (harpooneer) 65
xebec 24
yacht 27

OPEN GAME CONTENT AND LICENSES

This printing of *Broadsides Naval Adventuring Rules* is done under the Open Game License version 1.0a and a draft version of the D20 System Trademark License by permission from Wizards of the Coast. Once finalized, subsequent printings of this book will incorporate final versions of both licenses.

This publication contains Open Game Content, as defined below. Open Game Content may only be Used under and in accordance with the terms of the Open Game License as fully set forth in this Appendix.

Designation of Product Identity: The following items are hereby designated as Product Identity in accordance with Section 1(e) of the Open Game License, version 1.0a: All Living Imagination logos and identifying marks and trade dress, including all Living Imagination Games Product and Product Line names; all artwork, illustration, graphic design, maps and cartography; the story, storyline, plots, thematic elements, dialogue, incidents, language, artwork, symbols, designs, depictions, likenesses, formats, poses, concepts, themes and graphic, photographic and other visual or audio representations contained herein; all rituals detailed in the book, both arcane and divine in nature; all religious orders, merchant houses, merchant companies, and mage guilds detailed in the book; all deities of Ptalmanar, the spell domains that share their names, and the specifics of each church's organization of its worshippers; all Royal and Imperial provinces, bodies of water, geological features, cartography and locations in the world of Ptalmanar; PC races of shallorians, kithraas and khesta; amphites; all nautical organizations mentioned in Chapter 12; all adventuring encounters, including ships, names, and plotlines thereof, mentioned in Chapter 13; and the metaphysical system of all sentient beings on Ptalmanar having five lives to live before ultimate and final death. Product Identity includes the proper names of Acidivet, Adalaine "Mad Addy" Scoldaria, Antexsas Prize, the Antilla Bussy, Antoine Milleneau, Aquadomairr, Argon, Ashtannetrai, Aurochua, Bart Trevillier, Bellinger, Bernie Paljaro, Big Mike Styles, Bloody Paul Demmings, Brashtamere, the Bright Hope, Capeworthy-Bentmore, Chandric, the Classy Skunk, Dawn and Twilight, Dianej, Dragonpaw, Eljira ma Farin, Fancy Paul Durand, Fanwat, Faya, Ferdy Biella, the Fortuna Urania, Grumach, Guijin ada Wahab, Gumpachee, Harr, the Haul-Away Joes, Heinrich von Kiplording, Jaad, Joshua Salem, Ki'Yanni Ki'Yunna, Ktanla, Malik Ibn Abuan, the Maker, Maltrekai, Marpessit, Mirenae, Qualtec, Rasanket, Roderick Shieldstorm, Rondell Whitehorn Goldenborn, Santec Los, Shiela Grossman, Sibbah Hasin al-Din, Skythian, Solaron, Syndal de Ashlay, Tarkonic, the Thirsty Brute, Tkelte, Triquill, Ullon, Umpuwaug, the Unmaker, the Vanessa Rose, Veterans of the Train, Wallace Fitzhugh, the Wylds, Zyldennet, and all other proper names of various parts of this Product Identity.

Designation of Open Game Content: All spells, feats, skills, and prestige classes detailed in this book, as well as the rules systems for naval and underwater travel and combat.

OPEN GAME LICENSE Version 1.0a

The following text is the property of Wizards of the Coast, Inc. and is Copyright 2000 Wizards of the Coast, Inc ("Wizards"). All Rights Reserved.

1. Definitions: (a)"Contributors" means the copyright and/or trademark owners who have contributed Open Game Content; (b)"Derivative Material" means copyrighted material including derivative works and translations (including into other computer languages), potation, modification, correction, addition, extension, upgrade, improvement, compilation, abridgment or other form in which an existing work may be recast, transformed or adapted; (c) "Distribute" means to reproduce, license, rent, lease, sell, broadcast, publicly display, transmit or otherwise distribute; (d)"Open Game Content" means the game mechanic and includes the methods, procedures, processes and routines to the extent such content does not embody the Product Identity and is an enhancement over the prior art and any additional content clearly identified as Open Game Content by the Contributor, and means any work covered by this License, including translations and derivative works under copyright law, but specifically excludes Product Identity. (e) "Product Identity" means product and product line names, logos and identifying marks including trade dress; artifacts; creatures characters; stories, storylines, plots, thematic elements, dialogue, incidents, language, artwork, symbols, designs, depictions, likenesses, formats, poses, concepts, themes and graphic, photographic and other visual or audio representations; names and descriptions of characters, spells, enchantments, personalities, teams, personas, likenesses and special abilities; places, locations, environments, creatures, equipment, magical or supernatural abilities or effects, logos, symbols, or graphic designs; and any other trademark or registered trademark clearly identified as Product identity by the owner of the Product Identity, and which specifically excludes the Open Game Content; (f) "Trademark" means the logos, names, mark, sign, motto, designs that are used by a Contributor to identify itself or its products or the associated products contributed to the Open Game License by the Contributor (g) "Use", "Used" or "Using" means to use, Distribute, copy, edit, format, modify, translate and otherwise create Derivative Material of Open Game Content. (h) "You" or "Your" means the licensee in terms of this agreement.

2. The License: This License applies to any Open Game Content that contains a notice indicating that the Open Game Content may only be Used under and in terms of this License. You must affix such a notice to any Open Game Content that you Use. No terms may be added to or subtracted from this License except as described by the License itself. No other terms or conditions may be applied to any Open Game Content distributed using this License.

3. Offer and Acceptance: By Using the Open Game Content You indicate Your acceptance of the terms of this License.

4. Grant and Consideration: In consideration for agreeing to use this License, the Contributors grant You a perpetual, worldwide, royalty-free, nonexclusive license with the exact terms of this License to Use, the Open Game Content.

5.Representation of Authority to Contribute: If You are contributing original material as Open Game Content, You represent that Your Contributions are Your original creation and/or You have sufficient rights to grant the rights conveyed by this License.

6.Notice of License Copyright: You must update the COPYRIGHT NOTICE portion of this License to include the exact text of the COPYRIGHT NOTICE of any Open Game Content You are copying, modifying or distributing, and You must add the title, the copyright date, and the copyright holder's name to the COPYRIGHT NOTICE of any original Open Game Content you Distribute.

7. Use of Product Identity: You agree not to Use any Product Identity, including as an indication as to compatibility, except as expressly licensed in another, independent Agreement with the owner of each element of that Product Identity. You agree not to indicate compatibility or co-adaptability with any Trademark or Registered Trademark in conjunction with a work containing Open Game Content except as expressly licensed in another, independent Agreement with the owner of such Trademark or Registered Trademark. The use of any Product Identity in Open Game Content does not constitute a challenge to the ownership of that Product Identity. The owner of any Product Identity used in Open Game Content shall retain all rights, title and interest in and to that Product Identity.

8. Identification: If you distribute Open Game Content You must clearly indicate which portions of the work that you are distributing are Open Game Content.

9. Updating the License: Wizards or its designated Agents may publish updated versions of this License. You may use any authorized version of this License to copy, modify and distribute any Open Game Content originally distributed under any version of this License.

10. Copy of this License: You MUST include a copy of this License with every copy of the Open Game Content You Distribute.

11. Use of Contributor Credits: You may not market or advertise the Open Game Content using the name of any Contributor unless You have written permission from the Contributor to do so.

12. Inability to Comply: If it is impossible for You to comply with any of the terms of this License with respect to some or all of the Open Game Content due to statute, judicial order, or governmental regulation then You may not Use any Open Game Material so affected.

13. Termination: This License will terminate automatically if You fail to comply with all terms herein and fail to cure such breach within 30 days of becoming aware of the breach. All sublicenses shall survive the termination of this License.

14. Reformation: If any provision of this License is held to be unenforceable, such provision shall be reformed only to the extent necessary to make it enforceable.

15. COPYRIGHT NOTICE

Open Game License v 1.0a Copyright 2000, Wizards of the Coast, Inc. System Rules Document Copyright 2000, Wizards of the Coast, Inc.; Authors Jonathan Tweet, Monte Cook, Skip Williams, based on original material by E. Gary Gygax and Dave Arneson.

END OF LICENSE

D20 System Trademark License

Draft Version 0.4. The following text is Copyright © 1999 Wizards of the Coast. All Rights Reserved.

1. Definitions.

1.1. "License" means this document.

1.2. "Publication" means any distribution of material under the terms of this License.

1.3. "D20 System Trademarks" means the words "D20 System," and the D20 System logo.

1.4. "D20 System Reference Documents" means the copyrighted work owned by Wizards of the Coast and identified by that name.

1.5. Each licensee is addressed as "You".

2. The License.

2.1. Offer and Acceptance: Wizards of the Coast offers You the right to Accept the terms of this License.

You are permitted to use the D20 System Trademarks only in compliance with this License. Use of the Trademarks under any other circumstances is permissible only with explicit written permission from Wizards of the Coast. Distribution of any Publication which uses the D20 System Trademarks indicates your acceptance of the terms of this License.

2.2. Consideration: In consideration for agreeing to use this License, Wizards of the Coast hereby grants You a worldwide, royalty-free, non-exclusive license to use the D20 System Trademarks as described in this License.

3. Terms and Conditions.

3.1. Limitation of License

3.1.1. No Publication distributed under the terms of this License may contain information on creating characters compatible with the D20 System Reference Document v0.0.

3.1.2. No Publication distributed under the terms of this License may contain information explaining the effects on characters or advancing in "level" as that term is defined in the D20 System Reference Document v0.0.

3.1.3. The document known as the D20 System Reference Document v0.0 contains a section titled "Restricted Terms and Definitions". You may not use any term described in that section in any way other than as described in that section in a Publication covered by this License. If the D20 System Reference Document is revised by Wizards of the Coast, you may use any version of the "Restricted Terms and Definitions" section of any version of the D20 System Reference Document issued by Wizards of the Coast.

3.2. Required Notices

3.2.1. You must include a copy of this License with every Publication covered by this License that you distribute.

3.3. Wizards of the Coast Logos and Trademarks

3.3.1. You may place a notice in the Publication that reads: "Requires the sue of the Dungeons & Dragons ® Player's Handbook, Third Edition, published by Wizards of the Coast ®." If typography permits, the "®" indicia should be converted to the recognized "circle R" character.

3.3.2. If you use the provisions in 3.3.1, you must attach the following notice to the Publication: "Dungeons & Dragons ® and Wizards of the Coast ® are Registered Trademarks of Wizards of the Coast, and are used with Permission." If typography permits, the "®" indicia should be converted to the recognized "circle R" character.

3.3.3. You may not use the Dungeons & Dragons ® or Wizards of the Coast ® trademarks in advertising or in any material separate from the Publication, or in any other way other than that described in Section 3.3.1 and 3.3.2.

3.4. Use of the D20 System Logo

3.4.1. If the Publication is not an electronic file, You must include on either the front, spine, or back cover of a Publication distributed under the terms of this License the graphical icon known as the "D20 System" logo, which must appear at a size no smaller than .5 (one half) inches by .5 (one half) inches.

3.4.2. If the Publication is an electronic file, the "D20 System" logo must appear in the first area of the Publication displayed when a user views the Publication under normal conditions. The logo must not be smaller than .5 (one half) inches by .5 (one half) inches.

3.4.3. If an Electronic Publication cannot reproduce a graphic element (for example, an ASCII text file), the file must contain the text "This file contains material based on the D20 System. The D20 System and the D20 System logo are trademarks owned by Wizards of the Coast and used under the terms of the D20 System Trademark License."

3.4.4. The logo may not be obscured by any other graphic element.

3.4.5. No other alterations of the "D20 System" logo are permissible.

3.5. Permission to use the D20 System Trademarks

3.5.1. You are granted permission to use the "D20 System" Trademarks in advertising connected with a Publication distributed under the terms of this License.

3.5.2. You are granted permission to use the D20 System Trademarks in advertising copy and package copy to describe any Publication distributed under terms of this License.

3.5.3. You are prohibited from claiming ownership or Trademark interest in the "D20 System" logo, or the "D20 System" Trademarks.

3.5.4. You are prohibited from using the "D20 System" logo or the "D20 System" trademarks in association with a Publication that does not include content derived at least in part from the D20 System Reference Document.

4. Inability to Comply Due to Statute or Regulation.

If it is possible for You to comply with any of the terms of this License with respect to some or all of the Covered Materials due to statute, judicial order, or governmental regulation then You may not Publish any Covered Material so affected.

6. TERMINATION

This License and the rights granted hereunder will terminate automatically if You fail to comply with all terms herein and fail to cure such break within 45 days of becoming aware of the breach. All sublicenses to the Covered Materials which are promptly granted shall survive any termination of this License. Provisions which, by their very nature, must remain in effect beyond the termination of this License shall survive.

7. MISCELLANEOUS

If any provision of this License is held to be unenforceable, such provision shall be reformed only to the extent necessary to make it enforceable.

Living Imagination Presents

Twin Crowns: Age of Exploration Fantasy

- The Twin Crowns world has a flavor like none other, combining high fantasy elements with the historical elements of the Age of Exploration.
- A rich and complete world with detailed geographic and cultural information
- An elegant ritual system expanding both arcane and divine power
- An elaborate cosmology and system of religion with far reaching effects for every class
- Hundreds of pages encompassing new races, feats, skills, spells, prestige classes, magic items, and monsters usable in any campaign

Twin Crowns
Age of Exploration Fantasy
Campaign Setting
d20 system

Twin Crowns - Age of Exploration Fantasy is a campaign setting and rules expansion for Dungeons & Dragons® Third Edition, published by Wizards of the Coast®. You need the D&D Core Rulebooks to use this expansion.

And

Streets of Silver

The city of **Parma** comes alive in this Twin Crowns Adventure Guide.

- Hundreds of Businesses and Shops along the canals, shining Plazas and cobblestone streets are fully detailed.
- Two large pull-out maps of the city. One charts out the thousands of buildings and attractions, and the other gives a beautiful artistic rendering of this major port city of Novarum.
- Find your fortune in service to one of the ruling families or one of the powerful guilds
- Admire the wealth of the docks, the craft of the artisans, and the smells of the trattorias
- Buy and sell goods, services and information in hundreds of establishments
- Meet the characters that make Parma one of the most vibrant, exciting, and dangerous cities of the Empire!

Streets of Silver is for use with the Twin Crowns: Age of Exploration Fantasy campaign setting, and can be adapted to any fantasy campaign setting.

Visit www.livingimagination.com for additional resources in free downloads

FANTASY ON THE HIGH SEAS !

TAKE YOUR CHARACTERS AND CAMPAIGN TO THE WAVES

THERE ARE NO LIMITS TO WHERE THE ADVENTURE CAN TAKE YOU.
SAIL THE OCEANS FOR EXPLORATION OR CONQUEST.
VENTURE BENEATH THE WAVES FOR LOST TREASURE AND LOST CIVILIZATIONS.
SAIL FLYING SHIPS ABOVE THE CLOUDS.
ALL THIS AND MORE IS POSSIBLE WITH THIS EXCITING
NEW RULES SUPPLEMENT AND CAMPAIGN RESOURCE.

- **Comprehensive systems of naval travel and combat**
- **Numerous ship designs and rules for ship construction**
- **Detailed rules for flying ships and high altitude**
- **Detailed rules for underwater adventuring**
- **Ready-made naval adventures**
- **New nautical spells, rituals, skills, prestige classes, feats, magic items, and monsters**

Living
Imagination
Inc.

ISBN 0-9712145-2-2
9 780971 214521 >
LI 1500 US$19.95

d20 system