Corsair

THE DEFINITIVE d20 system GUIDE TO SHIPS

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The Definitive d20 system Guide to Ships

By Gareth-Michael Skarka

INTRODUCTION

The Captain looked through the spyglass towards the pitching horizon. There, barely visible through the waves pitched by the oncoming storm, he saw their pursuer, still doggedly on their trail. The ship had every available yard of fabric put before the wind--dangerous, given the storm coming in. The other Captain must be a madman, or just must want to catch them very quickly.

"We're not going to outrun them," the Captain said. "I'm not going to risk a snapped mast in this wind." His First Mate nodded, and turned to bark orders for the waiting crew.

"All hands to stations! Run out the guns! Looks like we're in for a scrap, lads!"

       *   *   *

The Sea has always been a source of adventure, from the first time that humankind ventured out into its unknown reaches. There are dangers to face and discoveries to make--and all of this can be used to enrich any D20 campaign, whether your ships are crewed by orcs and elves, or by Caribbean pirates.

The rules in **Corsair** are derived from those originally presented in **Skull & Bones**, a D20 supplement of piracy and horror designed by Adamant Entertainment and published by Green Ronin Publishing. As such, the rules were designed with the Golden Age of Piracy in mind--the technologies presented are from the period roughly from the mid-1600s to the mid-1700s. This is a good base-line for any D20 campaign wishing to add rules for ships, as it represents to the period immediately following the Renaissance and Age of Exploration, when sea travel experienced major advances , but it has not yet reached the pinnacle of achievement found in the Age of Sail (the late 1700s through the 1800s.) The period is a nice mid-point, where sailing vessels were advanced enough to start becoming standardized, but not so advanced as to be incongruous to a fantasy setting.

The rules contained in this book will provide D20 gamers with everything needed to add the excitement of nautical adventure to their campaigns, from crews, to ships, to naval combat.

The Crew

No ship can cast off from harbor without being well crewed. A good and experienced crew can make all the difference between life and death in combat or when pitted against the most dreadful of storms, regardless of the relative ability of their captain. These may be men who have served their entire life on board a ship in one way or another. However, there are also many green crews, those comprised of men setting sail for the very first time. Often hired or press-ganged by merchants seeking to spend as little as possible to safeguard their profits, or by navies eager to bolster their ranks, such crews can be as much a menace to themselves as anyone else sailing in the high seas. Incompetence and mutiny soon become rife on long voyages – the wise captain will always make sure he has crewmen on his ship that can readily match his own abilities. The crew roster is used to record the details and abilities of the crew onboard every ship. This sheet allows players and Games Masters alike to judge the effectiveness of any ship's crew at a glance, and greatly aids combat resolution during the ship-to-ship combat and boarding actions.

A typical crew roster sheet, this one showing the newly press-ganged crew of the British frigate *Sussex* is shown below:

The Sussex

Class: Fighter
Level: 1
Crew Size: 80
Crew Wounds: 88
Attacks: Short Sword +1
           Short Musket
Damage: Short Sword 1d6+1
          Short Musket 3d4
AC: 10 (unarmored)
Saves: Fort: +3; Ref: +0; Will: +0
Seamanship: +0
Feats: None
Crew Quality: Rabble

As can be readily seen, the crew roster has much in common with the monster entries of the MM, and you will notice the rules for crew combat in *Corsair* are similar in many respects to the normal combat rules in the *D20 System*.

Class and Level

Crew class is determined by simple majority – if a ship has 3 wizards and 27 fighters as its crew, then the crew class is listed as fighter. The level of any crew is formed by the average of every member of that crew, rounded down.

Crew Size

This is simply a record of how many members are in a ship's crew.

Crew Wounds

Crew wounds are used to measure the damage a crew may sustain in combat before being wiped out. This is determined by combining the hit points of every crew member, and then dividing the total by 10. Player characters in a crew do not add to this total—and only those NPCs who take actions as part of the mass of crew should be included.

Attacks, Damage, and AC

These are determined by simple majority. The weapons and armor that the majority of the crew carry are assumed to be carried by all for the purposes of the crew roster. The majority is also used to determine base attack bonus and any modifiers to attack, damage and AC.

Saves

Once again, the saving throws of the majority of the crew are noted down on the Crew Roster.

Seamanship

This is the average of Profession (sailor) skill modifier of the crew. Total the skill modifier of every crew member, then divide it by crew size, and round down.

This method allows those with greater knowledge of the sea to impart their wisdom to other members far less experienced, even when in the grip of a storm or the heat of battle.

FEATS

Feats are only ever listed on the crew roster when the majority of the crew possess the same feat or feats. The use of feats in crew combat is detailed in the combat chapter.

CREW QUALITY

This is an overall rating of the crew as a whole, used for morale determination, among other things. The quality of the crew is determined by the Seamanship rating (see above), modified by the abilities of the captain and command crew, as follows:

The crew roster is used as a matter of convenience throughout these rules, from handling a ship in the middle of a vicious gale to recording casualties in combat. There are many circumstances in a game where a Gamemaster will prefer to use standard rules from the PHB to resolve combat and skill checks – the crew roster is used when large numbers of the crew perform the same task at the same time.

CREW QUALITY

Circumstance	Modifier
Lax Discipline	-1
Firm Discipline	+1
Brutal Discipline	-1
Captain has Leadership feat	+2
Officers have Leadership feat	+1

Adjusted Seamanship	Crew Quality
0-2	Rabble
3-4	Poor
5-8	Average
9-12	Superior
13+	Expert

SHIPS AND THE SEA

S ailing vessels dominated the world's oceans from the Age of Exploration in the 15th century through the earliest days of the 20th. During those five centuries, a huge variety of vessels were invented, each taking a different approach to the combination of masts, sail area, and hull shape in an attempt to reach the perfect combination of speed, defense, and cargo capacity.

Ships in *Corsair* are presented in a stat-block format, similar to the presentation of the monsters appearing in the MM. This should make these rules quick and easy to learn for anyone familiar with the *D20 System*.

At right is the entry of a typical and commonplace vessel, the Schooner. The meaning of each listing is given in the following section.

SHIP NAME

This is the name by which the ship is generally known, whether it is the actual name of the vessel, or simply a class of ship.

SIZE AND TYPE

This entry gives a simple definition of how large the ship is and how it actually functions within the game. Ship sizes use the same categories as creatures, but

SCHOONER
Medium-size Merchantman

Draft: 1.5 fathoms
Structure Dice: 4d8 (18 sp)
Hardness: 5
Maneuverability: -2 (-2 Merchantman)
Speed: 120 ft./12 knots
Turn Rate: 4
AC: 8 (-2 Merchantman)
Weapons Fore: Demi-Culverin x 2
Weapons Aft: Demi-Culverin x 2
Weapons Broadside: Culverin x10
Damage: Demi-Culverin 1d4
        Culverin 2d4
Special Qualities: None
Crew: 50
Passengers: 20
Cargo: 100 tons

it is important to note the difference of scale. Most ships, as defined by the standard creature size scale are gargantuan or colossal. To define ships relative

to one another, however, we need a new scale – ship size. Below is a table of ship sizes, together with their creature size equivalents.

Ship Size	Equivalent Creature	AC/Maneuverability/ Ramming Modifier	Hit Dice	Example
Tiny	Large	+2	1	Rowing Boat
Small	Huge	+1	2-3	Fishing Boat
Medium	Gargantuan	0	4-5	Frigate
Large	Colossal	-1	6-8	Pinnace
Huge	Colossal	-2	9-10	West Indiaman
Gargantuan	Colossal	-4	11-12	Galleon
Colossal	Colossal	-8	13+	1st Rate

The ship type further defines the characteristics of a vessel – its relative durability, seaworthiness and agility in the water:

Auxiliary: This is a catch-all term covering many of the smaller vessels found on rivers and in harbors. They are also commonly found on board much larger vessels, used as lifeboats, pilots and captains' transports.
Structure Dice: d4.

Coastal: Such ships are designed only for shallow and relatively safe waters near the coastline. They are very cheap compared to ocean-going vessels but lack the strength and durability to resist rough seas and bad weather.
Structure Dice: d6. **Maneuverability:** -1. **AC:** -1.

Merchantman: By far the most common type of ocean-going vessel, these are the ships that ply the sea lanes, forming the vital lifeblood of trade for many nations. Whilst stronger than coastal vessels, they are ungainly in the water and easily outmaneuvered by lighter ship.
Structure Dice: d8. **Maneuverability**: -2. **AC:** -1.

Warship: Vessels of this type are amongst the most famed of all ships upon the ocean. They are generally the fastest, strongest and most powerful vessels ever to set sail.
Structure Dice: d10.

DRAFT
The minimum depth, in fathoms, in which the vessel can travel without running aground. One fathom is equal to six feet.

STRUCTURE DICE
This characteristic gives the number and type of Structure Dice the ship has, together with any bonus structure points. The number in parentheses gives the ship's average structure points. Structure points are the nautical equivalent of hit points and are used to track the damage a ship has taken. Under normal circumstances, ten full hit points worth of damage must be dealt to the ship in order to deduct one structure point from its total. However, some weapons are capable of causing structural damage directly.

HARDNESS
Ships have a hardness score, as described in the PHB. This is used only for attacks causing hit points of damage, rather than those dealing structural damage. Generally, the hardness of a ship will always be 5, though unusually strong or very weak ships may differ.

MANEUVERABILITY
This gives a base score of how agile the ship is at speed and the ease in which a crew may steer it. Modified by size and the helmsman's own skill, maneuverability is used in combat in exactly the same way as initiative is for creatures. This is also used to modify the skill checks made during piloting.

AC

This line gives the ship's AC for combat and includes notes in parentheses of any modifiers from size or vessel type.

WEAPONS

This set of entries list all the ship's attacks, divided into facings – fore, aft and broadsides. The listing for broadside weapons describes the weapons that are available on each side. For example, the schooner that appears at the beginning of this section is listed as having 10 20-pound cannon on a broadside. This means that the schooner actually has 20 cannons—10 on the larboard (left side of the ship, sometimes called the port side) and 10 on the starboard (right side of the ship).

DAMAGE

The damage each attack causes is listed here, in structural damage only.

SPECIAL QUALITIES

A very small number of ships exhibit extraordinary or supernatural capabilities. Such ships are highly unusual but not unknown. The full details of any special qualities will be included in the ship's description.

SPEED

This lists the maximum speed a ship may reach under normal conditions. Speed is given in feet per round, and in knots (nautical miles per hour).

TURN RATE

Ships are often very large and can be incredibly difficult to maneuver. This rate is the number of 11.25 degree turns the ship can make in 10 rounds.

CREW

A simple figure, listing how many crewmembers are required to operate the ship in optimum conditions. Any ship may set sail with a skeleton crew numbering no less than 25% of this figure (rounding up), but any actions taken by a skeleton crew are taken at a penalty to the roll, and taking additional time, shown below.

| Skeleton Crew	Action Penalty	Time Penalty
Less than 25%	No action allowed	N/A
25 – 40%	-4	Quadrupled (x4)
41 – 60%	-3	Tripled (x3)
61 – 80%	-2	Doubled (x2)
81 – 99%	-1	None

Additionally, ships can be over-crewed by as much as 20%. Doing so gives bonuses to all rolls—up to 10% will give you +1, and 11–20% will give you +2—but no significant reduction of time. largely due to the fact that there is limited space in which to work. Larger numbers of crew can mean that you have the option of putting only the best people on a job, but there is a physical limit to how many people can fit into a work area.

PASSENGERS

This is how many passengers (including troops) a ship may carry in relative comfort in addition to its crew. For every passenger space not taken up, an additional ton of cargo may be carried.

CARGO

This entry lists how much cargo may normally be carried by the ship in tons, without interfering with any other aspect of operating the ship. For every ton of cargo space not taken up, an additional passenger may be carried in relative comfort.
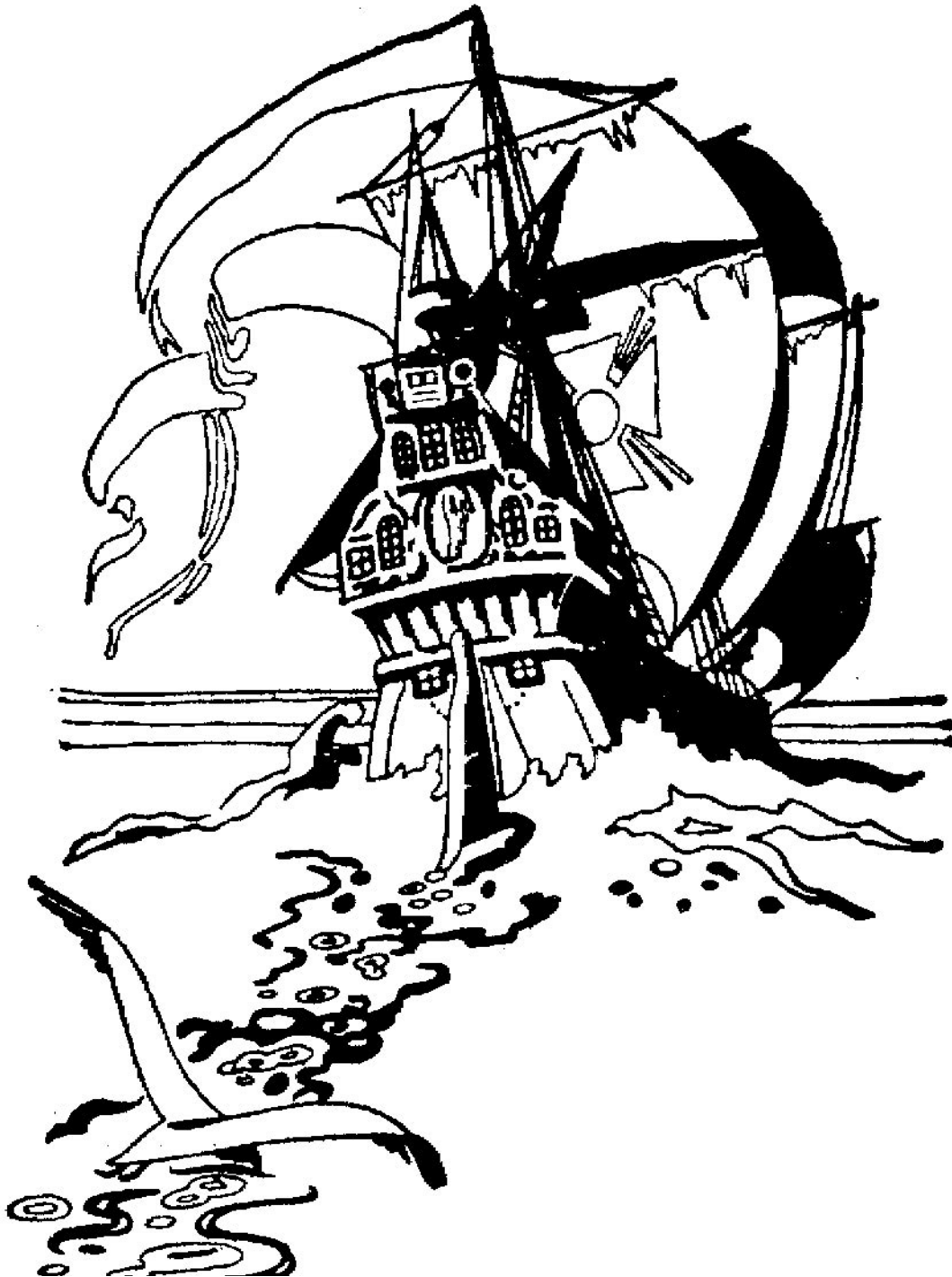
Following are game listings for ships and other watercraft for use in the D20 System.

ROWBOAT

Tiny Auxiliary

Draft: Half a fathom
Structure Dice: 1d4 (2 sp)
Hardness: 5
Maneuverability: +2 (+2 size)
Speed: 15 ft./2 knots
Turn Rate: 32
AC: 12 (+2 size)
Weapons Fore: None
Weapons Aft: None
Weapons Broadside: None
Damage: None
Special Qualities: None
**Crew:** 1
Passengers: 3
Cargo: 0 ton

A small, non-descript rowboat, found the world over. These boats are propelled by a single set of oars.

SHIPS BOAT

Tiny Auxiliary

Draft: Half a fathom
Structure Dice: 1d4 (2 sp)
Hardness: 5
Maneuverability: +2 (+2 size)
Speed: 15 ft./2 knots
Turn Rate: 32
AC: 12 (+2 size)
Weapons Fore: None (although can mount a swivel gun)
Weapons Aft: None (although can mount a swivel gun)
Weapons Broadside: None
Damage: None (although if mounted with a swivel gun, see damage on page XX)
Special Qualities: None
Crew: 5 (minimum 1)
Passengers: 7
Cargo: 1 ton

This is the generic type of boat kept as auxiliary vessels on larger sailing ships. They are used for boarding parties and landings. There is room in the vessel for up to a dozen individuals, and a ton of cargo, although for each person left off, an additional ton of cargo can be carried. The ships boat can be operated by a single person, but normally features 4 oarsmen operating two sets of oars, and a single pilot at the rudder.
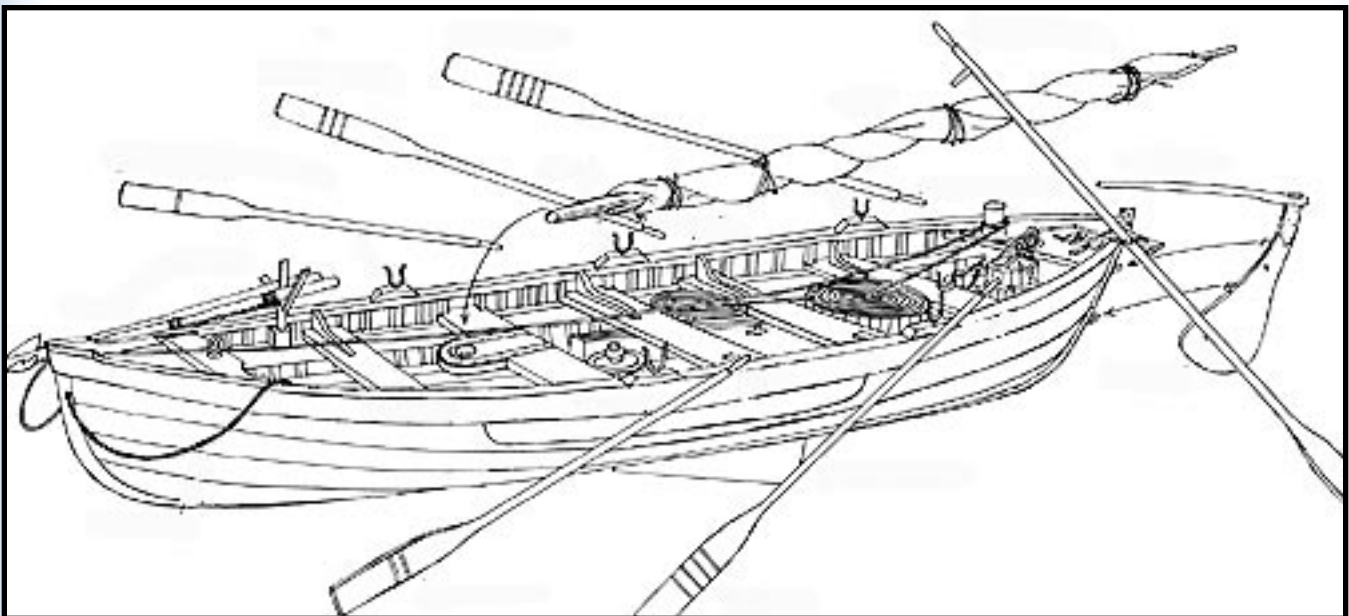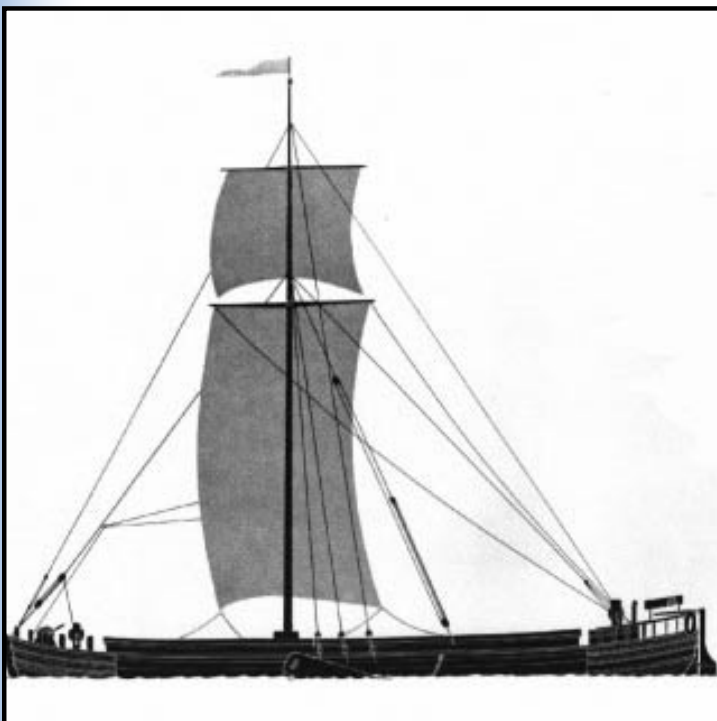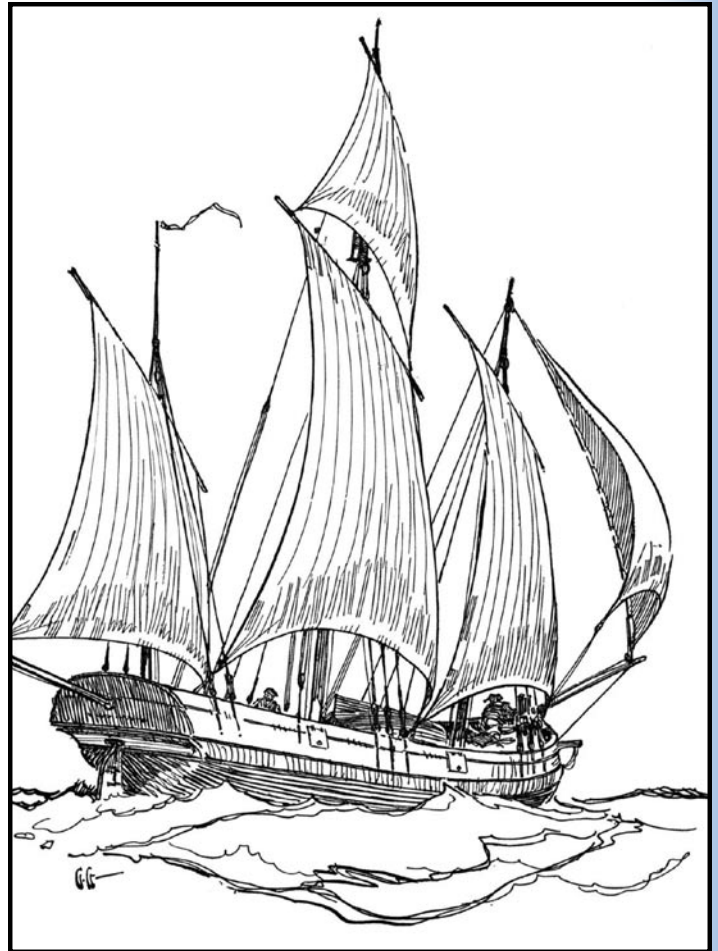
FISHING BOAT
(YAWL, DHOW, LUGGER, ETC)
Small Coastal

Draft: 2 fathoms
Structure Dice: 2d6 (7 sp)
Hardness: 5
Maneuverability: +1 (+1 size)
Speed: 100 ft./10 knots
Turn Rate: 4
AC: 11 (+1 size)
Weapons Fore: None
Weapons Aft: None
Weapons Broadside: None
Damage: None
Special Qualities: None
Crew: 8
Passengers: 7
Cargo: 25 tons

The standard template for several types of sailed fishing vessels. These vessels can occasionally be used as coastal trading vessels or cargo haulers as well. These ships are not normally armed.

BARGE
Small Auxiliary

Draft: 1.5 fathoms
Structure Dice: 2d4 (14 sp)
Hardness: 5
Maneuverability: +1 (+1 size)
Speed: 100 ft./10 knots
Turn Rate: 4
AC: 11 (+1 size)
Weapons Fore: None
Weapons Aft: None
Weapons Broadside: None
Damage: None
Special Qualities: None
Crew: 2
Passengers: 5
Cargo: 10 tons

This is a small, flat-bottomed cargo boat, used for hauling goods and various port duties.

SLOOP

Medium Warship

Draft: 2 fathoms
Structure Dice: 4d10 (22 sp)
Hardness: 5
Maneuverability: 0
Speed: 130 ft./13 knots
Turn Rate: 4
AC: 10
Weapons Fore: None
Weapons Aft: Culverin x 2
Weapons Broadside: Culverin x 8
Damage: Culverin 2d4
Special Qualities: None
**Crew:** 50
Passengers: 10
Cargo: 80 tons

These vessels are actually primarily merchant vessels, though they are so famous for their speed and toughness that they use a warship template in *Corsair.* This makes them a prime choice of smugglers and pirates as well as legitimate merchants.

SCHOONER

Medium Merchantman

Draft: 1.5 fathoms
Structure Dice: 4d8 (18 sp)
Hardness: 5
Maneuverability: -2 (-2 Merchantman)
Speed: 120ft./12 knots
Turn Rate: 4
AC: 8 (-2 Merchantman)
Weapons Fore: Demi-Culverin x 2
Weapons Aft: Demi-Culverin x 2
Weapons Broadside: Culverin x10
Damage: Demi-Culverin 1d4
              Culverin 2d4
Special Qualities: None
Crew: 50
Passengers: 20
Cargo: 100 tons

Schooners are built with a shallow draft to make them more useful closer in towards islands. Their speed and ability to enter shallow coves where larger vessels founder make Schooners an ideal choice for smugglers, pirates or blockade runners.
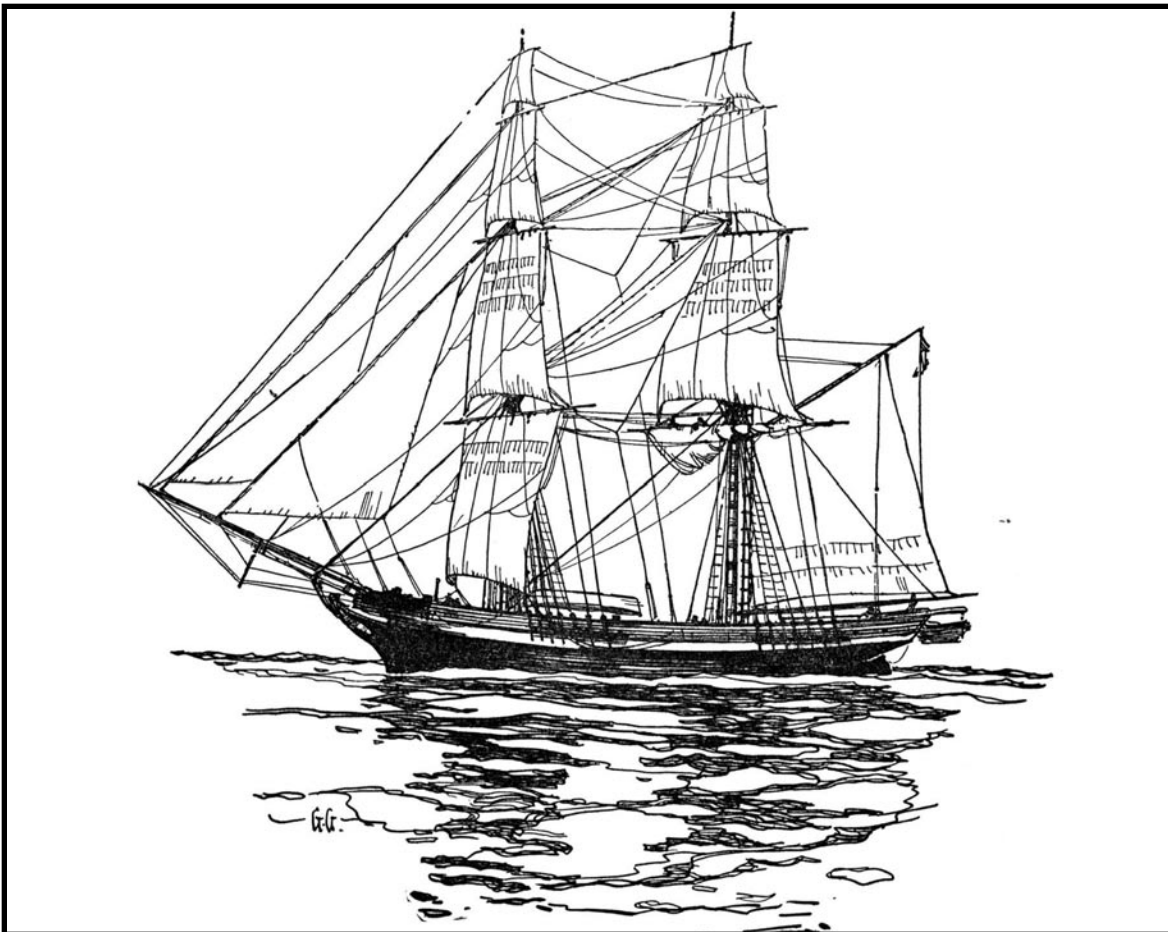
BRIGANTINE

Large Merchantman

Draft: 2.5 fathoms
Structure Dice: 6d8 (27 sp)
Hardness: 5
Maneuverability: -3 (-2 Merchantman, -1 size)
Speed: 120 ft./12 knots
Turn Rate: 3
AC: 7 (-2 Merchantman, -1 size)
Weapons Fore: None
Weapons Aft: Culverin x4

Weapons Broadside: Culverin x 10
Damage: Culverin 2d4
Special Qualities: None
Crew: 120
Passengers: 50
Cargo: 100 tons

A good-sized merchant vessel, and the most common variety used by pirates. This class of vessel is so commonly used by criminals, in fact, that the name of the class comes from the word "brigand".

PINNACE
Large Merchantman

Draft: 3 fathoms
Structure Dice: 8d8 (35 sp)
Hardness: 5
Maneuverability: -4 (-2 Merchantman, -1 size, -1 historical (see description))
Speed: 110 ft./11 knots
Turn Rate: 3
AC: 7 (-2 Merchantman, -1 size)
Weapons Fore: None
Weapons Aft: Demi-Culverin x 6
Weapons Broadside: Demi-Cannon x 12
Damage: Demi-Culverin 1d4
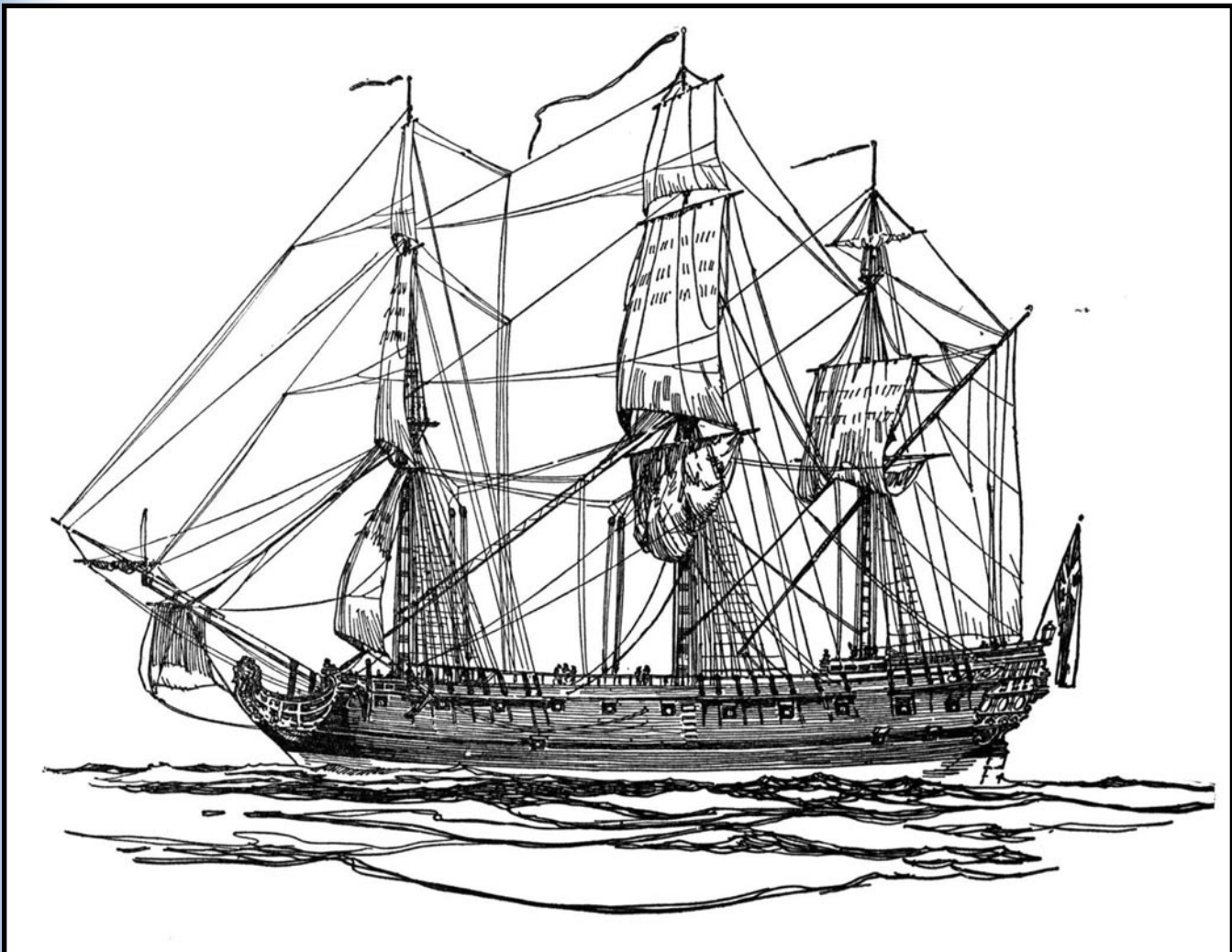   Culverin 2d4
Special Qualities: None
Crew: 180
Passengers: 50
Cargo: 120 tons

A large, three-masted merchant vessel. Often used to ferry cargo across the Atlantic due to their sturdy construction. Unfortunately, they are not very maneuverable when compared to Brigantines, Sloops and Schooners, and as such are not valued for their combat ability, despite being tough and well-armed.

West Indiaman

Huge Merchantman

Draft: 4 fathoms
Structure Dice: 9d8 (40 sp)
Hardness: 5
Maneuverability: -4 (-2 Merchantman, -2 size)
Speed: 120 ft./12 knots
Turn Rate: 2
AC: 6 (-2 Merchantman, -2 size)
Weapons Fore: Demi-Culverin x 4
Weapons Aft: Demi-Culverin x 6
Weapons Broadside: Culverin x 24
Damage:
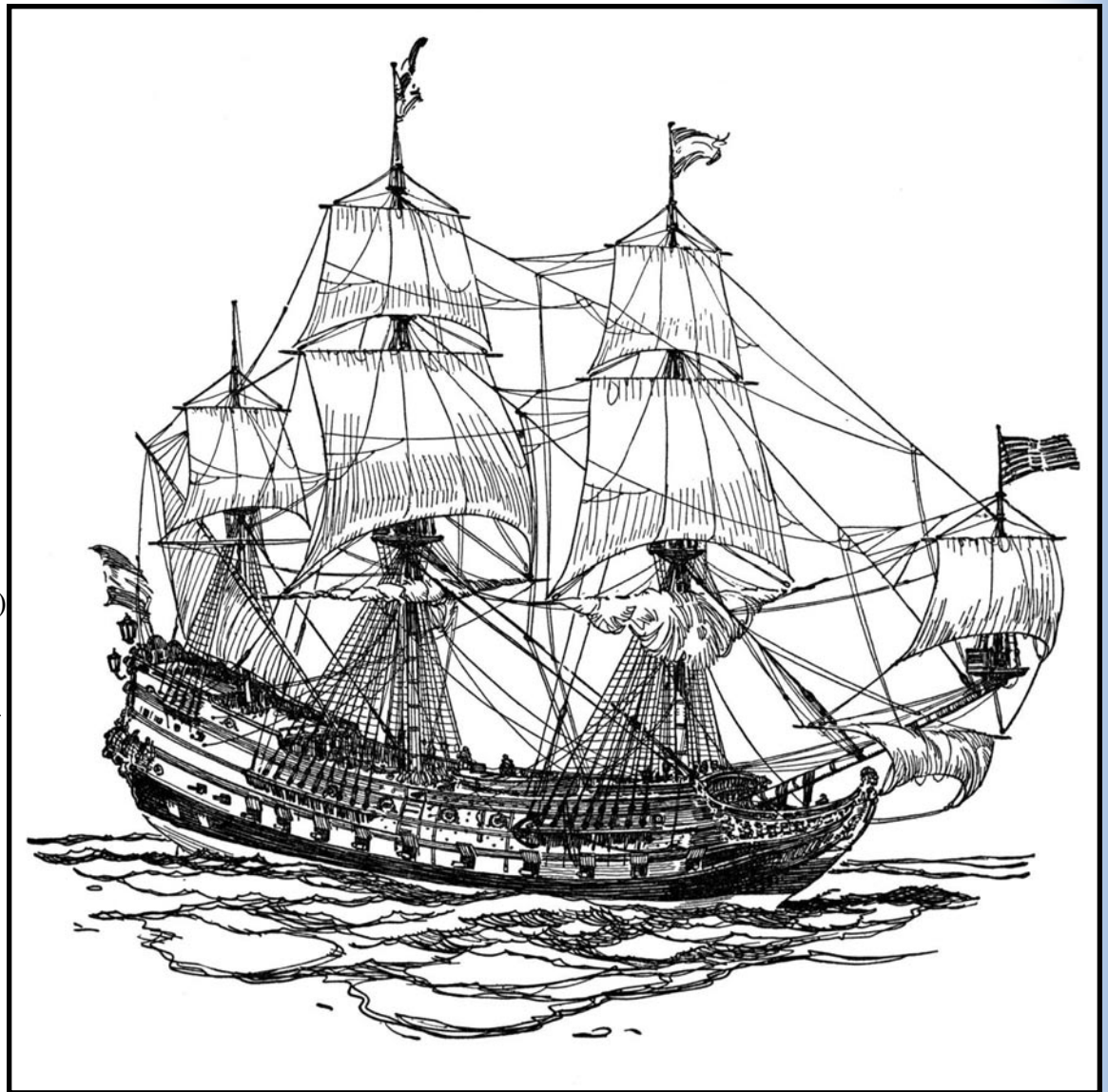Demi-Culverin 1d4
Culverin 2d4
Special Qualities: None
Crew: 200
Passengers: 60
Cargo: 160 tons

This type of vessel was one of the most sought-after prizes in the Caribbean. European mercantile conglomorates, such as the Dutch West India Company, used to ferry wealth and trade back and forth between the West Indies and Europe. If your campaign takes you into the Indian Ocean or the African Coast, you can use this stat block to represent the East Indiaman (The version of this vessel that plies the waters between Europe and India) as well. This is an amazingly well-armed merchant vessel, with two gun decks sporting 12 cannons on each side.

BILANDER

Small Coastal

Draft: 1.5 fathoms
Structure Dice: 2d6 (7 sp)
Hardness: 5
Maneuverability: +1 (+1 size)
Speed: 120 ft./12 knots
Turn Rate: 4
AC: 11 (+1 size)
Weapons Fore: None
Weapons Aft: None
Weapons Broadside: Culverin x 6
Damage: Culverin 2d4
Special Qualities: None
Crew: 8
Passengers: 7
Cargo: 40 tons

A small two-masted merchant vessel. Often used to ferry cargo in coastal waters, or via inland canals (as in Holland). They draw a shallow draft, but are relatively quick compared to other vessels of their size.

CROMSTER

Medium Merchantman

Draft: 2 fathoms
Structure Dice: 4d8 (18 sp)
Hardness: 5
Maneuverability: -2 (-2 Merchantman)
Speed: 130ft./13 knots
Turn Rate: 3
AC: 8 (-2 Merchantman)
Weapons Fore: Demi-Culverin x 2
Weapons Aft: Demi-Culverin x 4
Weapons Broadside: Culverin x10
Damage: Demi-Culverin 1d4
    Culverin 2d4
Special Qualities: None
Crew: 50
Passengers: 10
Cargo: 90 tons

A smaller version of the Galleon (q.v.), the Cromster is known for its speed--it is as fast as a Sloop, although not nearly as manueverable, but it carries much more firepower.

FLUTE (FLUYT)

Large Merchantman

Draft: 2.5 fathoms
Structure Dice: 6d8 (27 sp)
Hardness: 5
Maneuverability: -3 (-2 Merchantman, -1 size)
Speed: 120 ft./12 knots
Turn Rate: 4
AC: 7 (-2 Merchantman, -1 size)
Weapons Fore: None
Weapons Aft: Culverin x4
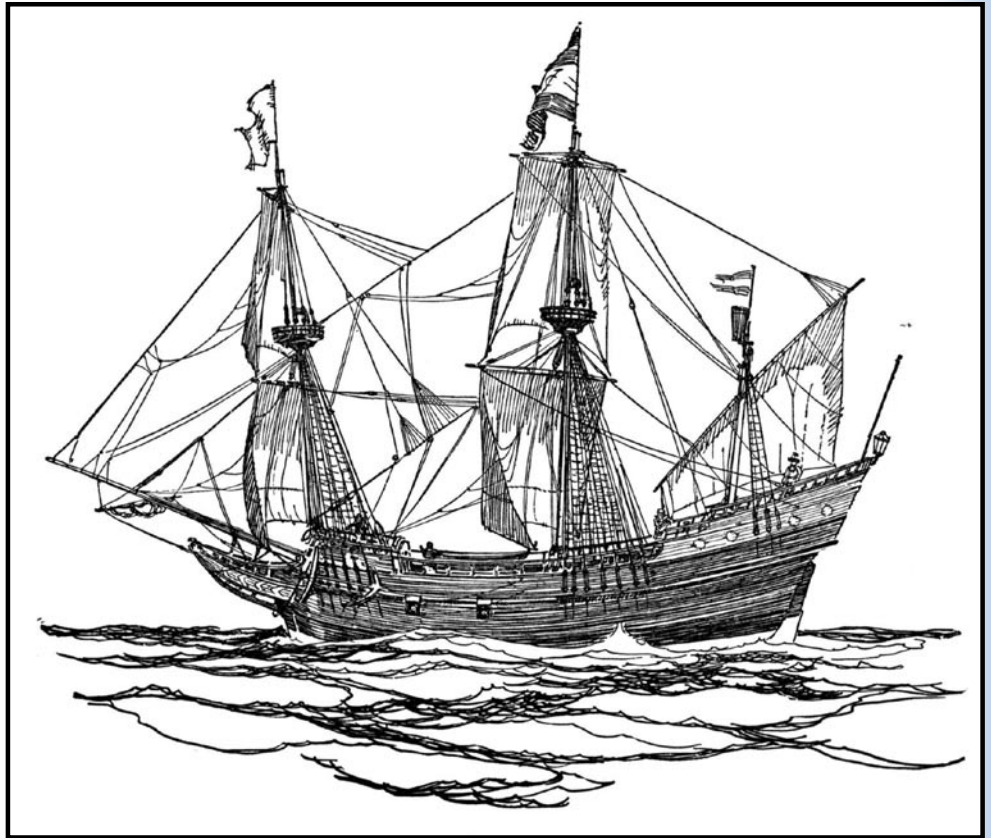**Weapons Broadside:** Culverin x 14
Damage: Culverin 2d4
Special Qualities: None
Crew: 100
Passengers: 20
Cargo: 110 tons

A Dutch-built ship that was fairly common, because it was inexpensive to build, and reliable. Queen Anne's Revenge, the flagship of the famous pirate Blackbeard, was a Flute.

SAIQUE

Small Merchantman

Draft: 2 fathoms
Structure Dice: 3d8 (13 sp)
Hardness: 5
Maneuverability: -1 (-2 Merchantman, +1 size)
Speed: 120ft./12 knots
Turn Rate: 4
AC: 9 (-2 Merchantman, +1 size)
Weapons Fore: None
Weapons Aft: Demi-Culverin x 2
Weapons Broadside: Culverin x6
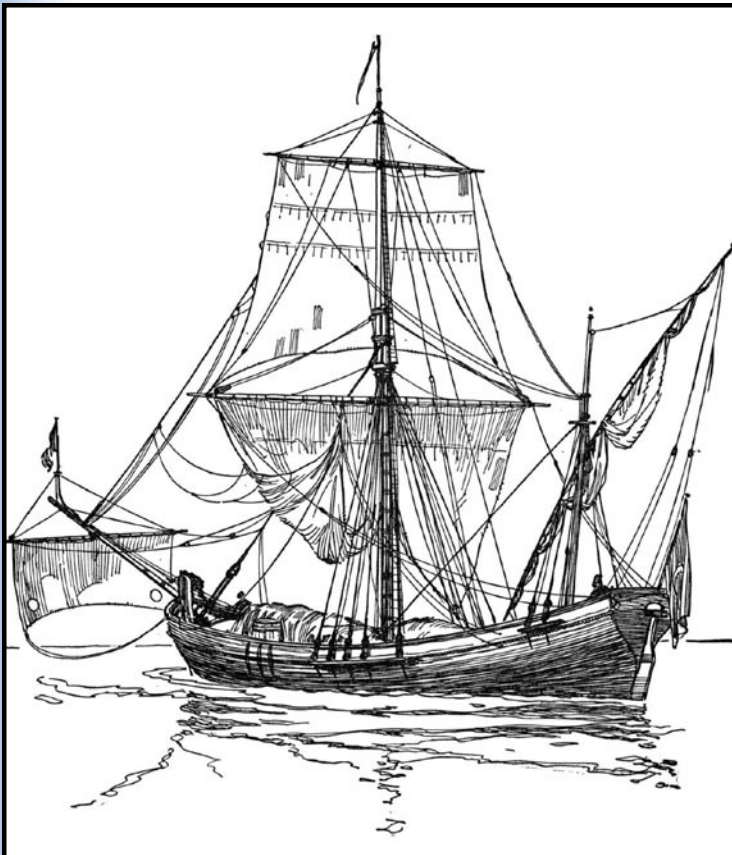**Damage:** Demi-Culverin 1d4
              Culverin 2d4
Special Qualities: None
Crew: 10
Passengers: 5
Cargo: 50 tons

The Saique was a small Mediterranean vessel, which had a mixed rigging of square and lateen sails. It possessed a large cargo hold for its size.

Galleon

Gargantuan Merchantman

Draft: 4.5 fathoms
Structure Dice: 12d8 (54 sp)
Hardness: 5
Maneuverability: -3 (-2 Merchantman, -4 size)
Speed: 120 ft./12 knots
Turn Rate: 2
AC: 4 (-2 Merchantman, -4 size)
Weapons Fore: Culverin x 4
Weapons Aft: Culverin x10
Weapons Broadside: Culverin x 16
                Demi-Cannon x 16

Damage: Culverin 2d4
             Demi-Cannon 3d4
Special Qualities: None
Crew: 200
**Passengers:** 60
Cargo: 400 tons

The legendary prize-ships of the Spanish fleet, used to cart gold and silver from their mines in Central and South America. These vessels represent the ultimate goal of any pirate, although by the late 17th and early 18th century they are much more rarely encountered than in previous eras. The Galleon is also viciously armed with massive cannons on two gun decks, making taking one as a prize even MORE rare.

CORVETTE
Medium Warship

Draft: 3 Fathoms
Structure Dice: 4d10 (22 sp)
Hardness: 5
Maneuverability: 0
Speed: 130 ft./13 knots
Turn Rate: 3
AC: 10
Weapons Fore: None
Weapons Aft: Demi-Culverin x 2
Weapons Broadside: Culverin x 12
Damage: Demi-Culverin 1d4
      Culverin 2d4
Special Qualities: None
**Crew:** 70
Passengers: 20
Cargo: 80 tons
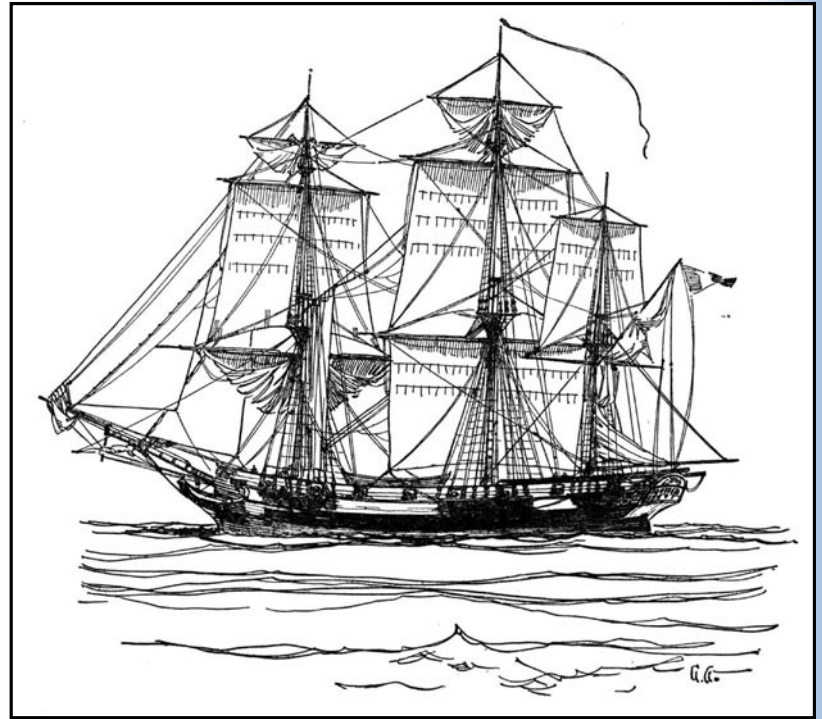
The smallest military vessel, normally used for escort duty of larger vessels, scouting and chasing down smugglers and pirates. Squadrons of corvettes are often sent out as pirate-hunters.

FRIGATE
Medium Warship

Draft: 3 fathoms
Structure Dice: 5d10 (30 sp)
Hardness: 5
Maneuverability: 0
Speed: 130 ft./13 knots
Turn Rate: 3
AC: 10
Weapons Fore: None
Weapons Aft: Demi-Culverin x 4
Weapons Broadside: Culverin x 16
Damage: Demi-Culverin 1d4
      Culverin 2d4
Special Qualities: None
Crew: 100
Passengers: 20
Cargo: 80 tons
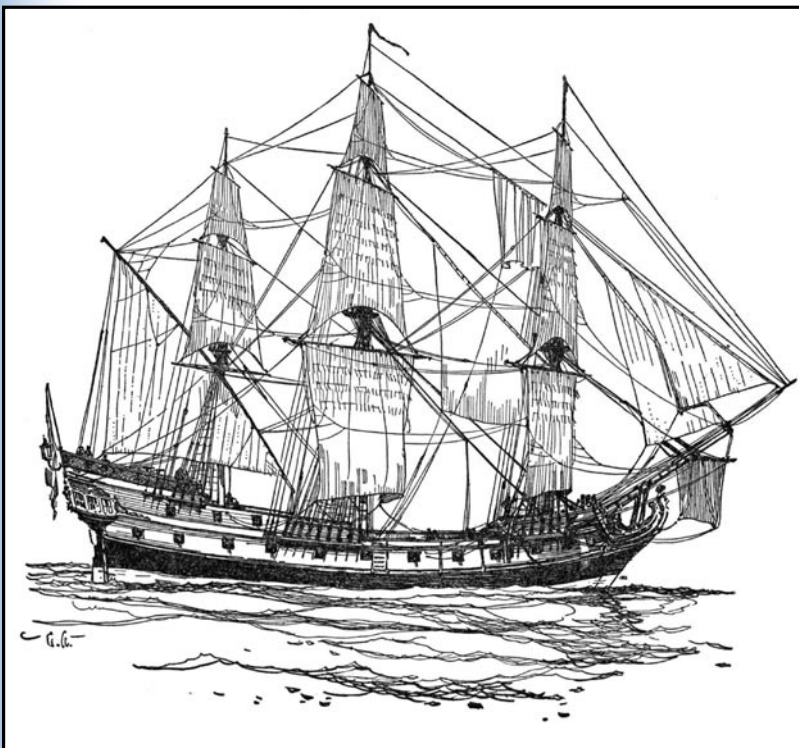
Ranking just below the Ships of the Line, a frigate is also sometimes referred to as a Fifth Rate. Frigates are often found on patrol duty on the shipping lanes, either alone, or acting as a command vessel for a squadron of corvettes.

Fourth Rate
Large Warship

Draft: 3 fathoms
Structure Dice: 7d10 (42 sp)
Hardness: 5
Maneuverability: -1 (-1 size)
Speed: 110 ft./11 knots
Turn Rate: 2
AC: 9 (-1 size)
Weapons Fore: Demi-Culverin x4
Weapons Aft: Demi-Culverin x4
Weapons Broadside: Culverin x28
Damage: Demi-Culverin 1d4
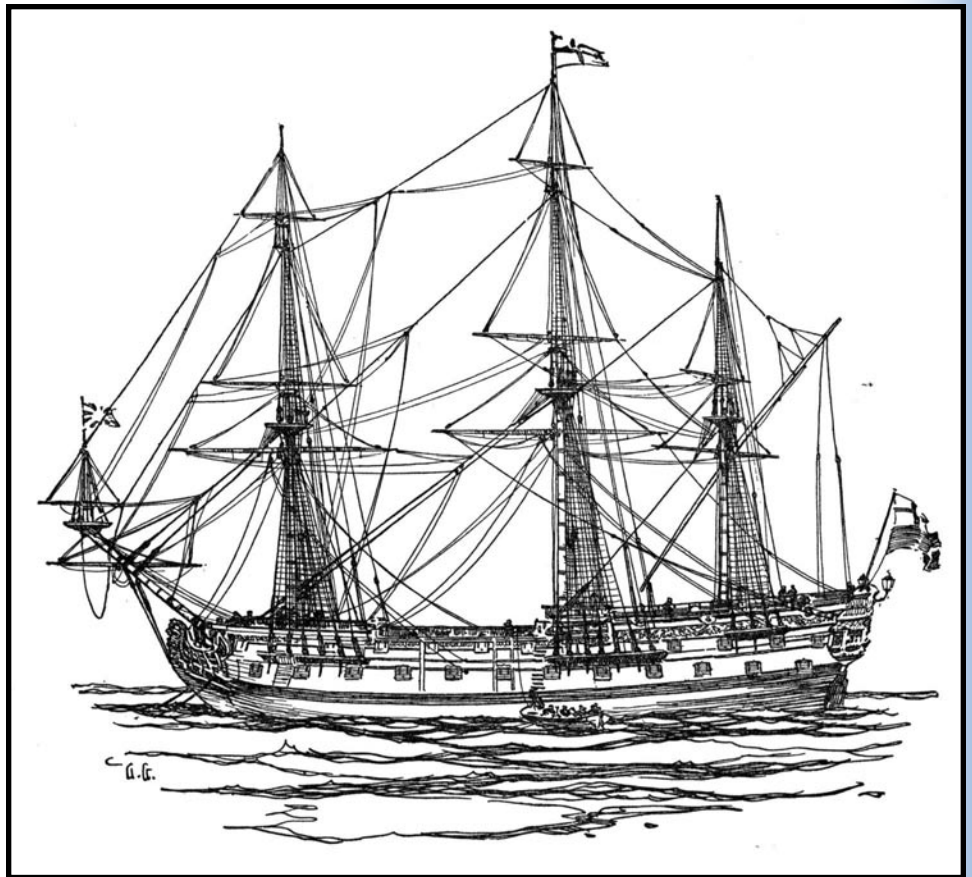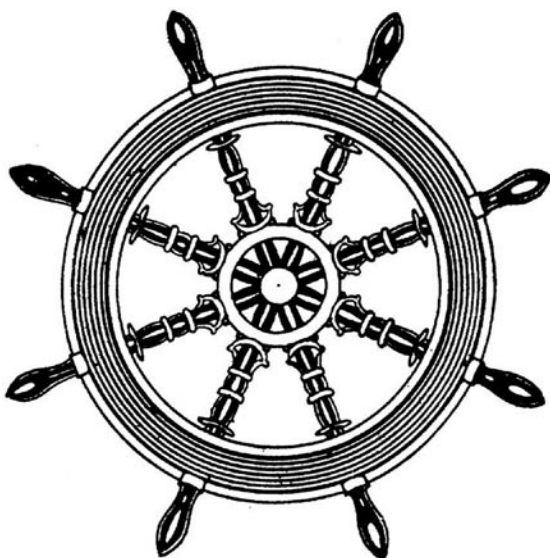   Culverin 2d4
Special Qualities: None
Crew: 200
Passengers: 50
Cargo: 100 tons

Fourth rate vessels are the smallest Ships of Line. Their duties roughly correspond to what would be assigned to a Destroyer today—patrol, border defense, escort of large warships, etc. They are almost as well-armed as their larger sisters, but are more maneuverable and able to operate in shallower waters.

Third Rate
Huge Warship

Draft: 4 fathoms
Structure Dice: 9d10 (50 sp)
Hardness: 6
Maneuverability: -2 (-2 size)
Speed: 130 ft./13 knots
Turn Rate: 2
AC: 8 (-2 size)
Weapons Fore: Demi-Culverin x4
Weapons Aft: Demi-Culverin x6
Weapons Broadside: Demi-Cannon x 16
                    Culverin x 16
Damage: Demi-Culverin 1d4
          Culverin 2d4
          Demi-Cannon 3d4
Special Qualities: None
Crew: 250
Passengers: 50
Cargo: 120 tons

With their massive firepower and hardened wood siding, this vessel can spell a quick death for any crew reckless enough to engage it in combat. Performs the

same duties as a 4th rate, but is much tougher.

SECOND RATE

Gargantuan Warship

Draft: 5 fathoms
Structure Dice: 12d10 (66 sp)
Hardness: 6
Maneuverability: -4 (-4 size)
Speed: 130 ft./13 knots
Turn Rate: 1
AC: 6 (-4 size)
Weapons Fore: Culverin x 6
Weapons Aft: Culverin x10
Weapons Broadside: Cannon x18

Demi-Cannon x 18
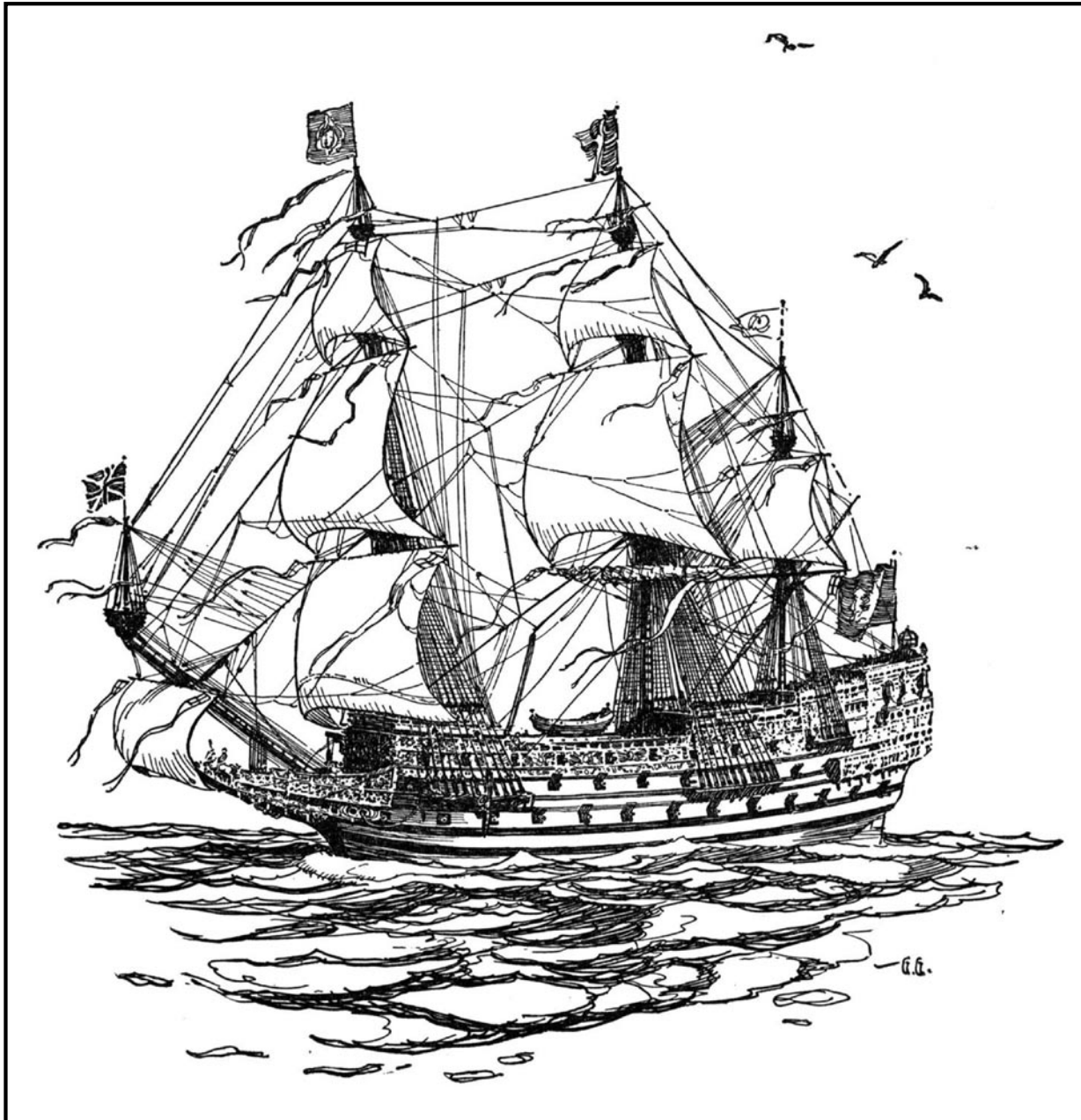**Damage:** Culverin 2d4
Demi-Cannon 3d4
Cannon 4d4
Special Qualities: None
Crew: 350
Passengers: 75
Cargo: 175 tons

This class of vessel correspond roughly to the role played by capital ships such as cruisers (command of fleets, regional flagship, etc.)

First Rate

Colossal Warship

Draft: 5 fathoms
Structure Dice: 14d10 (77 sp)
Hardness: 7
Maneuverability: -8 (-8 size)
Speed: 130 ft./13 knots
Turn Rate: 1
AC: 2 (-8 size)
Weapons Fore:
   Culverin x 10
Weapons Aft:
   Culverin x12
Weapons Broadside:
   Cannon x22
   Demi-Cannon x22
Damage:
   Culverin 2d4
   Demi-Cannon 3d4
   Cannon 4d4
Special Qualities: None
Crew: 450
Passengers: 100
Cargo: 200 tons

Run away. Very quickly. These are the most massive sailing vessels ever built—floating fortresses capable of obliterating nearly any opponent with massive barrages of fire. They possess three gun decks and hardened timbers, which more than make up for their near-total lack of maneuverability.
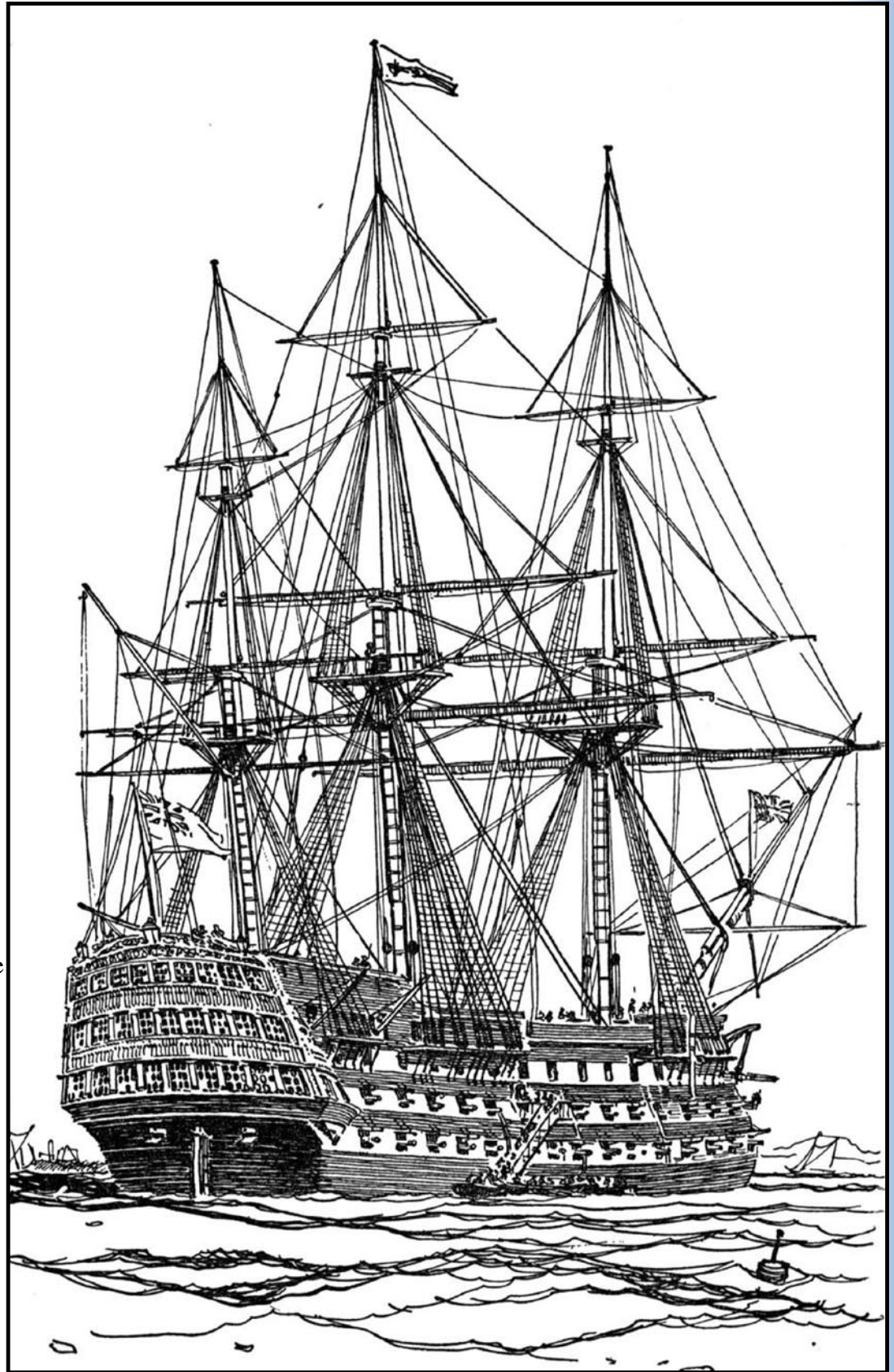
SAILING

While sailing, a ship's speed at sea is determined by many factors, including: Wind (including both the power of the wind and the ships bearing), sails, and the design of a vessel. In *Corsair*, we also modify this by the quality of the crew.

Before we begin, here are a couple of quick definitions for landlubbers that will help you understand the rules:

A **nautical mile** is based on the circumference of the Earth.. If you were to cut the earth in half at the equator, you could pick up one of the halves and look at the equator as a circle. You could divide that circle into 360 degrees. You could then divide a degree into 60 minutes. A minute of arc on the planet earth is one nautical mile--equivalent to 1.1508 miles, or 6,076 feet, in the English measurement system (or 1,852 meters).

A **knot** is a unit of measure for speed, equal to one nautical mile per hour.
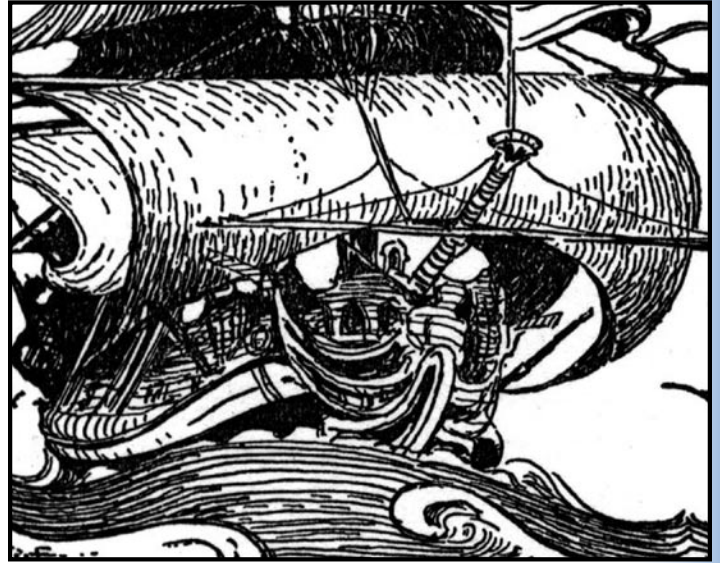
Wind Speed

Wind speed will fall into one of the following categories, corresponding to those described in the core rules of the *D20 System*.

Speed limit represents the speed that a ship can attain in these conditions. This is roughly equal to 1/4 of the wind speed, for those GMs who want to figure exact translations.

Wind Force	Wind Speed	Speed Limit
Calm	0	0
Light	1-12 knots	1-3 knots
Moderate	13-23 knots	4-6 knots
Strong	24-35 knots	7-10 knots
Severe	36-58 knots	11-15 knots
Windstorm	59-85 knots	16-20 knots
Hurricane	86+ knots	21+ knots

BEARING

A ship's speed is modified by their bearing to the wind. These are determined by using a compass with 32 points —with each point corresponding to 11.25 degrees of the circle (8 points for every 90 degrees). Place the ship in the center of the compass, pointed straight upward. The wind direction can then be determined, and the speed modifier found.
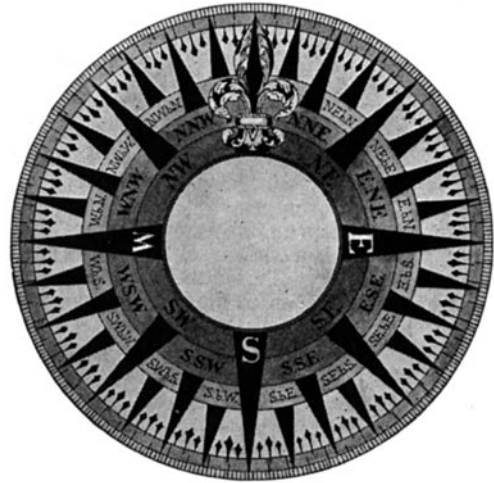
You will note that the best result is to ride with the wind Quartering, which allows all of the sails to be filled without blocking any other sail (which is the case when the wind is directly aft).

Wind Bearing	Description	Modifier
0-2 points off the bow	Dead	no movement possible
3-4 points off the bow	Hauling	-90%
5-6 points off the bow	Beating	-50%
larboard, starboard +1/-1	Reaching	-25%
3-6 points off the aft	Quartering	No Modifier
0-2 points off the aft	Running	-10%

SAILS

Speed is also modified by how much canvas is on the masts.

Sail	Speed Modifier	Description
No Sail	No movement	Ship will drift unless anchored.
Minimum Sail	-50%	Headsails and driver only…enough to give the ship headway.
Fighting Sail	-20%	Topsails, which are running reefed (half deployed)
Plain Sail	No modifier	All mainsails and topsails.
Full Sail	+20%	All mainsails, topsails, topgallants, and royals. Fast and hard to manuever. (-2 to maneuver checks)
Extra Sail	+50%	As Full, but with every extra piece of canvas strapped on to any surface that will take it—studding sails, courses, gaffsails, staysails, etc. Hard to handle, but blindingly fast. (-5 to maneuver checks)

SPEED

Each ship has a Speed rating, indicating the best speed possible, expressed in knots. Speed is based on the shape of the hull, the number of the sails, the strength of the masts, and the relation between the weight of the ship to the area of her sails. If this speed is exceeded, the ship must reduce speed (either through changing direction or lowering sails) or start to take 1 structure point every 3 rounds in stress damage to the masts

Crew Modifiers to Speed

A ship's speed can be modified by the experience level of a ship's crew as follows. Note that this modifies the ships Speed rating, not the ship's current speed. A good crew knows how to push a vessel beyond its designed specifications.

Crew Quality	Speed Modifier
Rabble	-3 knots
Poor	-2 knots
Average	No modifier
Superior	+2 knots
Expert	+3 knots

Daily Movement Rates

This table gives daily movement rates in nautical miles per day, based on the speed in knots:

Knots	Daily Movement
1	24
2	48
3	72
4	96
5	120
6	144
7	168
8	192
9	216
10	240
11	264
12	288
13	312
14	336
15	360
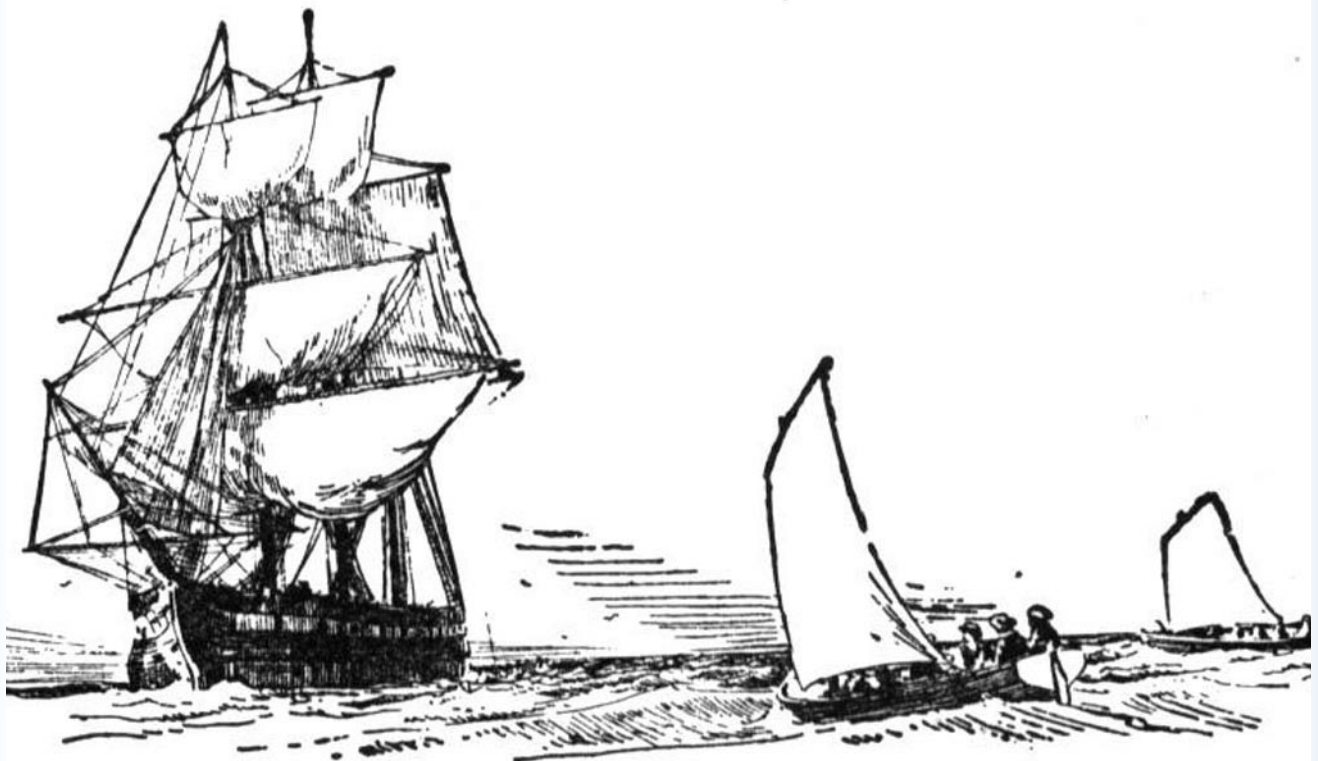
Winds and Tides

The tides and weather are a major element of nautical adventures: awesome storms tearing violently through the rigging, hurling men overboard; great waves that threaten to capsize even the mightiest galleon; fears of being becalmed for weeks in the doldrums.

As in any game, natural forces are the provenance of the GM. A GM using *Corsair* should get into the habit of describing weather and tide conditions as a matter of course, just as she would describe the lighting conditions in a dungeon-delving game.

Winds

Winds are named for the direction they come from, not the direction in which they blow. Therefore, a westerly wind is blowing from the west, towards the east.

The trade winds are a year-long current of air that in our world blow from mainland Europe in the northeast towards the Caribbean, aiding in trade. Any campaign world with a well-established nautical trade system will have a similar situation--it is the existance of trade winds which allow nautical trade to thrive and grow.

The return trip to Europe in our world means that a sailor must risk becoming becalmed in the low-pressure areas known as the horse lattitudes (North of the Caribbean) and the doldrums (South of the Caribbean). The doldrums and horse lattitudes can cause a ship to be bereft of wind, drifting at the mercy of the tides for months on end. The horse lattitudes were named for the frequent deaths of ship's animals whenever ships are becalmed for long periods.

Sailors are aided by sea breezes and land breezes. Sea breezes always blow from the sea to the land during the day (due to the difference in temperatures of the surfaces), and land breezes blow from the land to the sea at night (for the same reason). Land breezes can be used to assist with early morning sailings. These two types of wind are stronger near mountainous land, since they are strengthened by breezes flowing upslope in the day and downslope at night.

Tides

Tidal currents are rarely of importance in Corsair, as they have little effect on the motion of a ship under sail. In any case, they flow in the same direction as the prevailing winds.

Occasionally, however, characters will find themselves adrift--perhaps through being becalmed, or losing a mast, or even through losing the entire ship. In such a case, the GM is free to fudge the issue, simply deciding where the party ends up and how long it takes them to get there. Note that even major currents are unlikely to move particularly fast--perhaps four knots at the most.

Weather

For the most part, storms occur when the GM wants them to. To be fair to the players, he should ensure that those who make the appropriate Knowledge and Profession (sailor) skill checks get plenty of warning about an approaching storm (unless, of course, it is magical in nature....).

When the storm comes, however, it's time for more skill checks to predict the storm's path, checks to batten down the hatches, reef all sail, and lash down anything that might move about dangerously in storm. At this point, the GM should have an idea how big and dangerous the storm is: is it a storm or a full-blown hurricane? How easy is it to avoid? How much damage will it do to the ship, in a best-case scenario? How about worst-case?

As a general guideline, a ship caught in a storm suffers 1d6 structure points of damage each day, modified by crew quality (+2 for rabble, +1 for poor, -1 for good, -2 for superior, and -4 for expert). A bad storm inflicts 2d6 structure points a day, and a hurricane 3d6 or even more, with the same modifiers--however good your crew are, a hurricane will still send you to Davey Jones' Locker eventually.

Each natural roll of 5 or 6 on any one of the damage dice results in critical damage, unless the crew quality is superior or expert, at which point only a natural 6 causes critical damage.

Once a ship is caught in a storm, no sail can be used (it would be torn away, along with the yards and possibly the masts). At this point, steering will have little effect on the ship's course, but an attempt to steer for clearer weather may be made, with two or more strong sailors wrenching the wheel under the direction of an officer, who must attempt a Knowledge (sea) check (DC 20) to find the best route to be steered. One day is sufficient to steer away from a storm, or two days in a row from a bad storm, or three days from a hurricane.

Alternatively, the captain may elect to drop anchor and wait out the storm. This reduces the damage taken each day while the ship is caught in the storm, but it is always tricky to guess precisely how long the storm will last, so it may take more damage in the long run. Of course, in this case, there is more time for the carpenter's crew to repair damage, too. A ship that drops anchor during a storm reduces the daily damage by 2. The chance of critical damage is unaffected, but if critical damage does occur, there is a +5 modifier on the critical damage table.

Of course, the ship's carpenter is in his element in a storm, desperately making repairs to prevent the ship from sinking (see the section of repair for details).

A storm may last up to a week or more if the vessel cannot break away from it, since the storm will propel the ship along with it. The damage done each day may be a gradual process, but inevitably there are one or two moments of heavy damage each day, when a mast or yard is torn away or the ship is holed. The GM should consider rolling storm damage in secret, and only describing the more obvious effects of the damage.

Other hazards abound during a storm. The deck and rigging are slick and dangerous. Objects that are not properly tied down may swing or fly out, knocking crew members unconscious or overboard. A particularly strong gust of wind may blow people off their feet, or snap the mast in two. All sorts of skill tests are commonplace, as are Reflex saves to avoid hazards and Fortitude saves to endure the harsh conditions. Guidelines for typical hazards are given in the following section, but the GM is always free to discard whichever of them she chooses, including critical

damage, and handling storms in a more free-form or narrative way.

The GM should always have an idea of the purpose of a storm before she incorporates it into her adventure--is it going to scare the players and keep them aware of the dangers of the dea, or be a tough challenge for them, or does it need to sink their ship so she can strand them on a desert island for the next phase of the adventure? Is it a plot decide to blow them off course, forcing them to land and to do repairs on the nearest island, which happens to be the home of an evil wizard that the next scenario is built around? Of course, it is important that the players' actions have an influence on the outcome of the event, but against such an implacable force as a hurricane, it is not unreasonable for their greatest victory to be saving vital stores from the ship before it sinks!

Hazards & Consequences of a Storm

The following situations are often faced by passengers and crew aboard a sailing vessel in a storm. They are particularly threatening to those who are attempting to keep the ship steady, or who may be engaged in battle.

Slippery Decks:

If you're a sensible sort of tar, and go about barefoot, this shouldn't be too much of a problem. If you're some kind of dandy in bucket-topped boots, you'll be tossed all over the deck.

After two minutes of a typical rainstorm, the decks are as slick as ice. Each hour that you spend on deck, you must make a Balance check (DC15) or fall over. If you're wearing footwear of any kind, you suffer a -4 circumstance penalty to this check. If you fall over, you only take 1d3 points of damage (you don't fall as far as if you got blown over). You may make another balance check the following round to get up again. It is possible to Take 10 on any or all of these balance checks.

Strong Gusts of Wind During a Storm:

First attempt a Knowledge (sea) check (DC20) to see if you are aware of the subtle clues that indicate the already strong wind is about to become dangerous. If you succeed, you gain a +5 bonus to your Reflex save in the following process. If you succeed by 10 or more, you ahve time for a single standard or move ac-

tion a moment before he gust occurs--time to shout a warning, granting anyone within earshot (halved during a storm) the chance to get a +5 bpnus too, or time to hold on to the nearest handhold yourself without a need for a Reflex save.

For a typical strong gust, if you haven't already stated that you're lashing yourself to your post or holding onto something solid, make a Reflex save (DC15) to grab the nearest handhold until the gust passes. If you fail, you fall over and take 1d6 points of damage from whatever breaks your fall. If you fall from the rigging, you take standard falling damage for the distance fallen. Even if you are holding on to something (either through already deciding to, or through grabbing it by making your save) you'll need to make a Strength check (DC10) or lose your grip and fall anyway.

During a hurricane, use the same rules, except the DC of the checks are higher by 5 or even 10, and anyone failing the Reflex save must make a second Reflex save at the same DC to grab a new handhold, in order to avoid being blown overboard entirely.

Falling Objects:
Almost every ship has objects on deck that need to be made fast (tied down) during a storm--livestock, if nothing else! In most cases, even the most extreme collection of boarding axes, swivel guns, boxes of cargo, barrels of nails, etc. can be cleared between the time a storm is sighted and when it hits, so long as the crew reacts efficiently and quickly. A crew of only rabble quality always have 1d20 objects scattered around the ship, and are able to clear up to no more than half of them (rounding down) before the storm hits. An poor crew with have only 1d12 objects, and clear up to three quarters of it before the storm. An average or better crew always clears the decks entirely before a storm hits, unless they are somehow prevented, in which case it should be assumed that there are 1d4 loose objects on deck.

Any loose objects are picked up and hurled about by the wind within the first few hours of the storm: each will strick one random member of the crew for 1d6 damage (Reflex save, DC15, +4 circumstance bonus if only a skeleton crew is on the deck).

The real problems with flying objects start to occur if the ship comes apart. Falling yard and snapped masts

are particularly dangerous. Although masts are massive, solid pieces of hardwood, they frequently snap even in moderate storms. Storm damage often breaks something on deck, since the yards, rigging, bulwarks and masts are much more exposed than the body of the ship. For more information about this, see critical damage, below.

Critical Damage

Any damage to a ship in a storm has a chance to cause serious problems, from snapped masts to a hole below decks that threatens to sink the ship.

Each time a natural 5 or 6 is rolled on one of the storm damage dice (6 only, if the crew is superior or expert), the GM should roll 1d20 on the table at right to determine critical damage, with a +5 circumstance modifier if the ship is anchored.

As an option, GMs can also use the chart for critical results if a natural 20 is rolled in naval combat.

Major Leak: At this point, the ship is taking on a large amount of water. Its effective SP total is immediately at -1, and it begins suffering all of the effects of that state, including losing one additional SP per round (although it doesn't suffer the effects of being at 0 SPs, such as the loss of weaponry). If the leak can be plugged, the ships pumps will gradually return it to its usual SP (less any reduction from storm damage, of course) at a rate of one SP per minute. A Craft (carpentry) or Craft (shipwright) check at DC 20 can repair a major leak in 20 minutes, less 1 minute for each three points by which the check is made.

Minor Leak: The ship is taking on water. This, in itself is not really a problem--all wooden ships leak a little, that's why they have pumps. It's still worth fixing, though. A Craft (carpentry) or Craft (shipwright) check at DC 10 can repair a minor leak in 20 minutes, less 1 minute for each three points by which the check is made. A Tiny or Small ship has no pimps--even a single minor leak on a vessel this small becomes a major leak within a number of minutes equal to the ships current SPs. A Medium sized ship has enough pumps to cope with two minor leaks (four, if it's a warship); a Large ship can handle four minor leaks (six if a warship); a Huge ship eight minor leaks (10 if warship); a Gargantuan ship 16 minor leaks (18 if a warship) and a Collosal ship 32 minor leaks (34 if a warship). Any

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CRITICAL DAMAGE

d20 roll	Effect
1	Major leak
2-8	Minor leak
9	Rigging torn loose (mainmast)
10	Rigging torn loose (foremast)
11	Rigging torn loose (aftermast)
12	Yard breaks off, threatening fo'c'sle
13	Yard breaks off, threatening waists
14	Yard breaks off, threatening quarterdeck
15	Mainmast snaps, threatening waists
16	Foremast snaps, threatening fo'c'sle
17	Aftermast snaps, threatening quarterdeck
18	Bulwark breaks off, threatening fo'c'sle
19	Bulwark breaks off, threatening waists
20	Bulwark breaks off, threatening quarterdeck
21+	Anchor cable breaks

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additional minor leak above this number becomes a major leak within a number of minutes equal to the ships current SPs.

Rigging Torn Loose: One random character in the rigging or on the yards of the appropriate mast must immediately make a Reflex save, as though affected by a strong gust of wind, with the same consequences of failure (including the risk of being blown overboard, if a hurricane).

Yard Breaks Off: As rigging torn loose, above. In addition, the yard counts as a flying object, threatening the named section of the deck.

Mast snaps: All characters in the rigging or the yards of the appropriate mast must make a Reflex save (DC20). Success means you can either hang on, or drop to the deck (taking standard falling damage) as you wish. Failure means you fall into the sea, almost certainly to drown. In addition, characters on that section of deck must make Reflex saves at DC15 or be crushed by the falling mast (1d6 damage per size

category of the ship, i.e. 3d6 for a Frigate or 7 d6 for a First Rate). This includes characters in the rigging and those who choose to fall to the deck--anyone remaining in the rigging also suffers a -4 circumstance penalty on their Reflex save to avoid being crushed.

Bulwark breaks off: Counts as flying object, threatening that section of deck.

Anchor cable breaks: Scratch one anchor. A ship carries one anchor for each SP, plus an additional two if it's a warship.
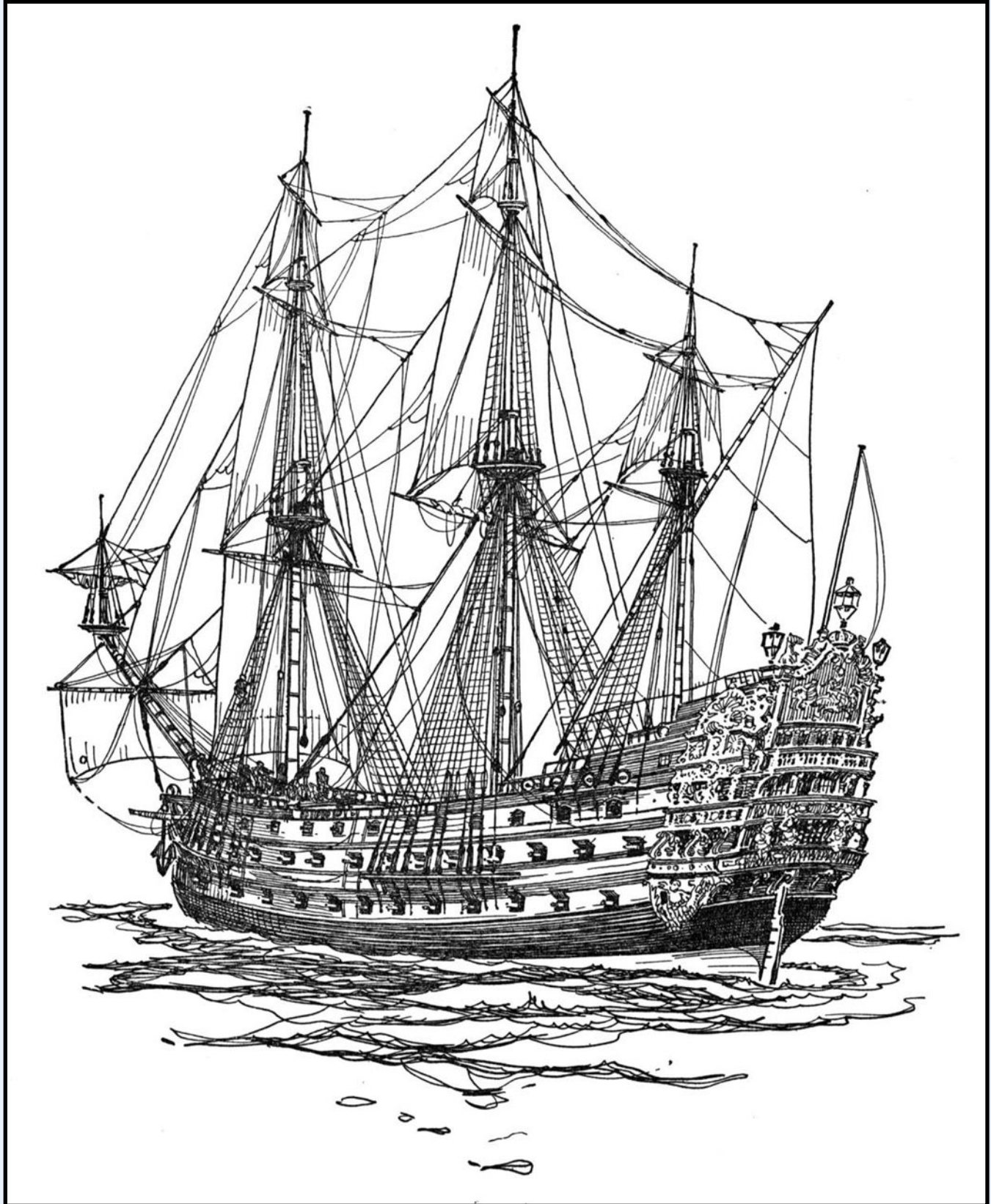
BATTLES ON THE HIGH SEAS

Combat involving ships follows many of the standard combat rules. Unless otherwise stated below, all the combat rules detailed in the PHB apply equally to ships.

Miniatures

Miniatures are rarely required in ship-to-ship combat so long as the GM is present to adjudicate the relative postions of vessels. However, naval actions comprising entire fleets may neccessitate the use of miniatures, as may the simple wishes of the players--after all, the models look good on the tabletop! We suggest using the scale of 1 inch = 100 feet for ship-to-ship combat, although you are free to use a different scale to better suit the size of the models you own. So long as all players are aware of what scale is being used, and it remains the same throughout each combat, almost any scale may be used.

SIGHTING

The first step in a sea battle is spotting your enemy. Locating and identifying ships and landforms is crucial for the security of the ship and crew. On most vessels, lookouts will always be posted at the highest point on the ship's tallest mast, called the crow's nest. The crow's nest is often just a simple platform, although the sterotypical basket-shape is often found on merchant vessels (where getting in and out of the nest quickly is not as important).

Distance to the Horizon:

Sighting distance depends upon the range to the horizon. A simple formula is used to determine this, based upon the height of the viewing position:

1.17 x the square root of your altitude in feet = Distance to the horizon in nautical miles (6076 feet-- 1.15 statute miles).

Altitude	Horizon Distance
Rowboat (6 feet)	3 miles
Deck of a Ship (12 feet)	4 miles
Poop Deck of a Ship (24 feet)	6 miles
Crow's Nest of a Ship (48 feet)	8 miles
100-foot Fortress on a Cliff	12 miles

Sighting Distance:

If you want to figure the distance at which your target becomes visible, you must know your altitude (as above) and the height of the object. You then do the same calculation for your distance to the horizon and the object's distance to the horizon and add the distances together. So, from a Fortress (horizon 12 miles), you can see the top of a Ship's masts (horizon 8 miles) from 12+8=20 miles away.

Use the formula to determine the maximum sighting distance between two objects at sea, and then modify the sighting distance by the following modifiers (any result totaling more than 100% equals 100%--it is not possible to exceed that figure):

Weather also affects sighting, although it doesn't simply reduce the percentages. Weather gives a maximum limit to sighting distance, as at right.

The resulting number gives the maximum distance at which the target can be sighted. Making the sighting is a Profession (Sailor) skill check (use the Crew's Seamanship rating for NPC look-outs), with the following DC:

Percentage of Maximum Distance	DC
100-75%	25
74 -50%	20
49 -25%	15
less and 25%	10

If the sighting is missed, make additional checks any time the target changes range increments on the above table, or every 30 minutes if the target maintains its distance.

If the check exceeds the DC by 5, the lookout can tell the size of the vessel, and whether she's a military ship or merchantman.

If the check exceeds the DC by 10, the lookout can tell the above, as well as her country of origin & style of manufacture. (A Spanish Galleon, or a Dutch West Indiaman, for example---note that this indicates only the original source of manufacture, not the

SIGHTING DISTANCE

Sighting Altitude	Object Height				
	6'	12'	24'	48'	100'
6'	6	7	9	11	15
12'	7	8	10	12	16
24'	9	10	12	14	18
48'	11	12	14	16	20
100'	15	16	18	20	24

SIGHTING MODIFIERS

Size of Target	Modifier
Tiny	-60%
Small	-50%
Medium	-30%
Large	-20%
Huge	-10%
Gargantuan	0
Colossal	+10%
Small Island	+20%
Island	+40%
Coastline	+80%

Other	Modifier
Lookouts have Telescopes	+20%
Target is lit with lanterns	+40%
Target silhouetted in sun	+20%

Time of Day	Modifier
Dawn/Dusk	-20%
Day, Cloudy	-20%
Day, Bright	0
Night, New Moon	-80%
Night, Cloudy	-60%
Night, Moon	-50%
Night, Full Moon	-40%

Weather	Max Distance
Haze	1d6 +6 miles
Light Rain	1d4+4 miles
Steady Rain	1d4+1 miles
Downpour	1d4 miles
Fog	1d20 x 10 yards

current ownership and allegiance, which can only be determined by the flag flown)

If the check exceeds the DC by 15, the lookout can tell all of the above, and can see what flag she's flying.

For this reason, lookouts often continue to roll as the target gets closer, even after a successful Spot check—to amass more information about the target as it draws near. After all, it would be a nasty surprise to change course to intercept potential prey, only to discover upon engagement that they are, in fact, a First Rate ship of the Royal Navy!

INITIATIVE

Before the first round of ship-to-ship combat begins, each ship makes an Initiative check. An Initiative check is made with 1d20 + the ship's maneuverability score. Important individuals (captains, other high-level NPCs, and of course PCs) also make initiative checks at this time, as per the normal rules.

ROUNDS

Ship-to-ship combat is broken up into standard six-second rounds as usual. Each combat round is broken down into the following phases:

1. Initiative
2. Movement (including altering sail)
3. Attack

MOVEMENT

Ships move in reverse order of initiative, so that the winner gets to react to the movements of his opponent. Every ship has a speed measured in feet. The ship may move this distance in each round.

During this phase of the round, a captain may also order their sails altered, adding or subtracting canvas to adjust speed. As described previously, the 6 levels of Sail are as follows: No Sail, Minimum Sail, Fighting Sail, Plain Sail, Full Sail and Extra Sail. To move between each level of sail takes an amount of time depending upon the competence of the crew. See the chart at right.
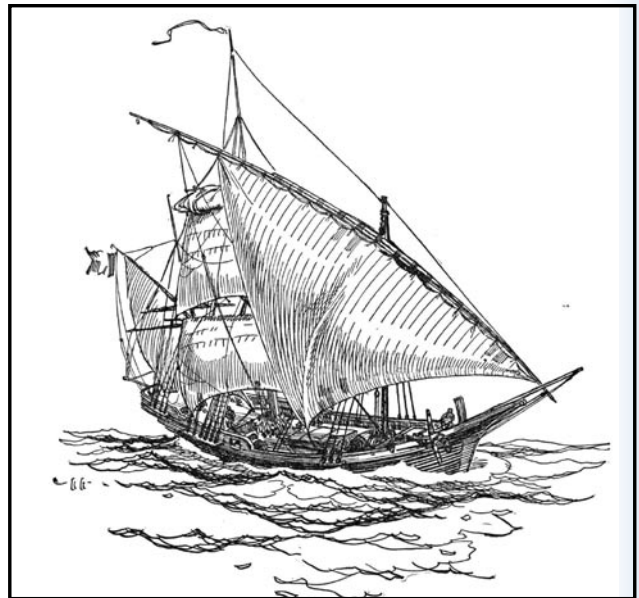
TURN RATE

Compared to creatures, ships are ungainly, and sluggish in their movement. The turn rate for each ship lists how many 11.25 degree (1 point on the 32-point compass) turns the ship may make in 10 rounds.

RUNNING AGROUND

If a ship enters waters that are shallower than its draft, it runs aground. The ship takes structural damage equal to 20 percent of its speed in knots.. (For example, running aground at 8 knots will do 1.6 points, rounding up to 2 points of structural damage.) The ship's speed drops immediately to zero.

To move again, the ship needs to either wait for the tide to shift and re-float the vessel (up to 6 hours), or try to drag the ship into deeper waters by either towing with ship's boats, or by boating the anchor out to it's full length and pulling the ship along by reeling in the anchor. Either of these methods requires a Profession (Sailor) check at DC 15. The time for such an attempt is 4 hours, minus 30 minutes for every point by which the roll is made, to a minimum of 30 minutes

Crew Quality	Base Sail Change
Rabble	20 rounds
Poor	15 rounds
Average	10 rounds
Superior	6 rounds
Expert	3 rounds

Attack

When ships are engaged, the battle is resolved according to the following rules.

Attack Roll: 1d20 + base attack bonus + range penalty,   against the target vessel's Armor Class.

The base attack bonus for a vessel is equal to the crew's seamanship modifier, plus any circumstance bonuses.

Each cannon firing rolls a separate attack roll.

Damage

The majority of attacks in the D20 System deal damage in hit points. However, ships receive damage in terms of structure points. These two types of damage mesh together with one simple rule: an attack must cause ten full hit points worth of damage to deal one structure point of damage to a ship. Any lesser amount is ignored and disregarded, the attack simply bouncing off the hull of the ship.

All ships also have a hardness score, so it will quickly become apparent that a lot of damage needs to be inflicted upon a ship to have any discernible effect. However, this does mean incredibly strong creatures and very potent spells have a chance of damaging a vessel. Cannons and fire deal damage directly to a ship's structure points. Hardness is never applied to structural damage as such attacks are simply too powerful.

Reloading Cannons

After firing, a cannon takes between 12 and 30 rounds (2 to 5 minutes) to reload and aim. This reload time is based on crew quality and various modifers, as shown at right.

Contrary to Hollywood imagery, full broadsides were rare--it was an all-or-nothing gamble that left you at the mercy of your opponent while you reloaded. Captains were more likely to engage in "rolling fire," the practice of firing some of the weapons of a broadside while the rest reload, allowing for nearly continuous fire.

Armor Class

A ship's AC is the result needed for an enemy to successfully make an attack roll.

Armor Class: 10 + maneuverability + size modifier

Structure Points

Structure points represent how much damage a ship can take before it begins to sink.

Attack Options

When attacking, a ship has several basic options;

Attack: A ship may move and attack, or attack and move.

Ram: The ramming ship moves in a straight line up to its base speed, and then makes a ram attack with a +2 ram bonus on the attack roll. The ship suffers a –2 ram penalty to its AC until its next round. Ramming is described in more detail later in this section.

Board: A ship may move up to its base speed and launch a boarding action upon any enemy it comes into contact with. Boarding is described in more detail later in this section.

Crew Quality	Cannon Reload
Rabble	30 rounds
Poor	24 rounds
Average	20 rounds
Superior	16 rounds
Expert	12 rounds

Circumstances	Reload Modifier
Minimum crew:	As a crew two steps worse
Half crew:	As a crew one step worse
Expert Gunners feat	-2 rounds
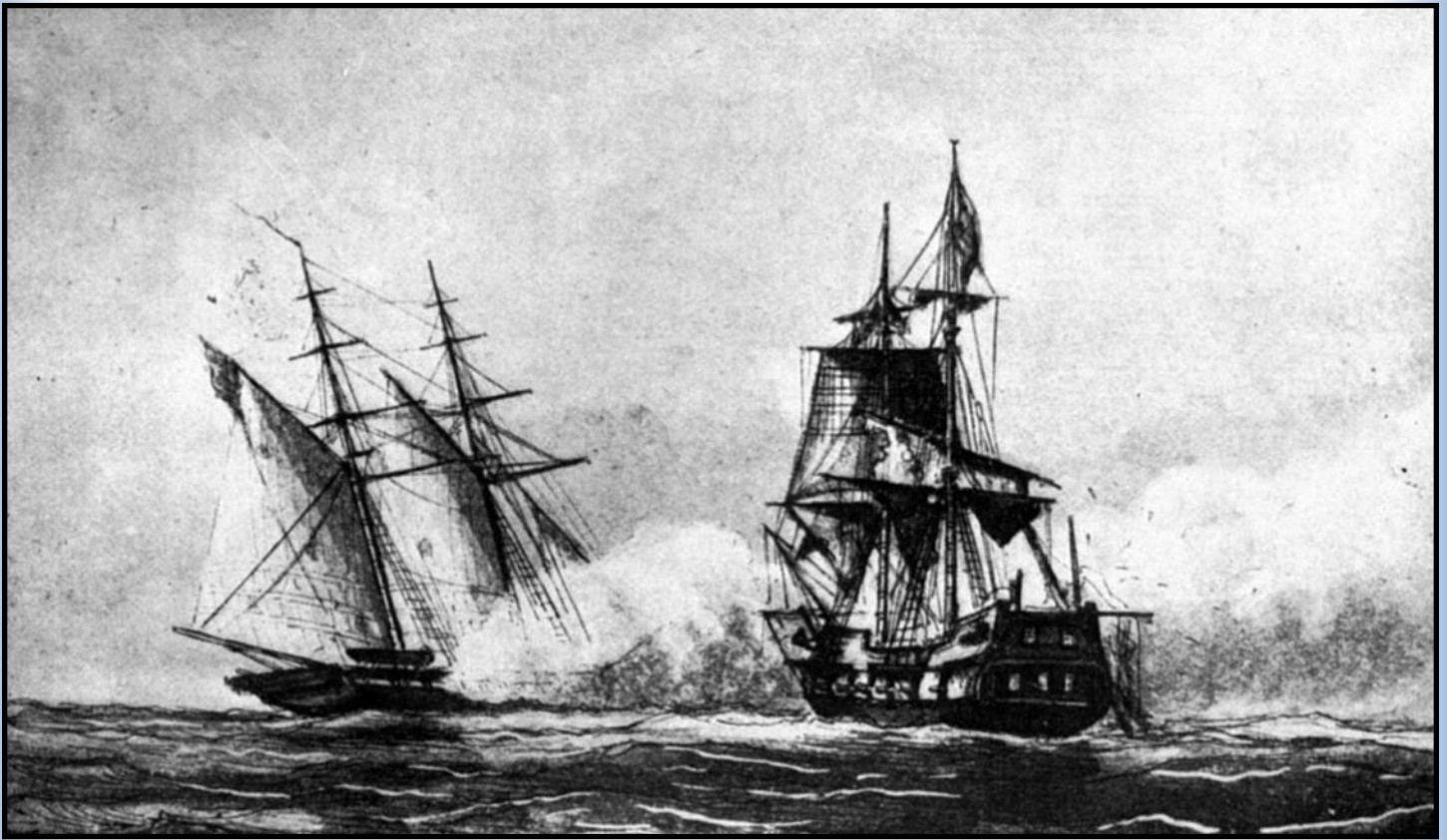
CREW

Any crew member not actively engaged in a function of the ship (steering, rigging, weapons, and so on) may fight normally. He can make attacks, cast spells, run and hide, or take any other permissible action.

ATTACKS OF OPPORTUNITY

A ship only provokes an attack of opportunity when attempting to ram or board another ship. An attack of opportunity made by a ship may use every weapon at its disposal. A ship may only make one attack of opportunity per round.

OTHER CONSIDERATIONS

The rules for flat-footed combatants are not used in ship-to-ship combat. Surprise is incredibly difficult to achieve at sea and is only applied at the discretion of the GM – such situations may include, but not be limited to, attacks at night, assaults on ships in harbor or battles in heavy fog.

SINKING

A ship's structure points represent how much damage it can withstand before sinking beneath the waves.

0 structure points: If a ship's structure points drop to 0, the ship is crippled. Its speed is immediately halved. In addition, half of each type of weapon carried becomes unusable for the duration of the combat. This represents gun decks taking on water.

-1 to –9 structure points: If a ship's structure points drop to between –1 to –9, it is beginning to sink. The ship will now automatically lose 1 structure point per round as it begins to take on water.

-10 structure points: If a ship's structure points fall to –10 or below, the ship is destroyed. It breaks into pieces and sinks to the bottom.

Ramming

Ramming is a special standard action that allows a ship to directly attack another. A great deal of damage may be caused by a successful ram but they are difficult to perform and a quick-witted defender may be able to severely damage the ramming ship before it strikes.

Movement During a Ram: A ship must move at least 50 feet before making a ram. All movement must be in a straight line, stopping when the target has been reached.

Attacking: After moving, the ship makes a single ram attack, with a +2 bonus on the attack roll. The movement for ramming ships is easy for enemies to predict, so the rammer suffers a –2 penalty to its AC for one round. In addition, the target may make an attack of opportunity before the ramming ship strikes.

Damage: If a ram is successful, the damage is rolled. Both ships take damage based upon the size of the opposing vessel. Attackers (the engaging vessel, assumed to be striking with its bow) take 1/3 of the listed damage.

Locked Ships: If the target survives the ram attack, both ships are locked together. Whilst in this position, either ship may launch a boarding action without provoking an attack of opportunity. To break free, either ship must pass a Seamanship check at DC 15, with the modifiers listed on the table at right. Attempting to break free from this lock is a standard action.

Ramming Creatures: Creatures of huge size or larger may also be rammed, so long as they are on, or just below, the surface of the water. The damage caused by a ram on such creatures is listed below. Ships will automatically suffer 1d6 structure points in doing so. The damage dealt to the creature is based on ship size and is listed at right.

Ramming Damage

Enemy Ship Size	Structural Damage
Tiny	1 point
Small	1d6
Medium	2d6
Large	3d6
Huge	4d6
Gargantuan	5d6
Colossal	6d6

Creature Ramming Damage

Ship Size	HP Damage to Creature
Tiny	1 point
Small	1d10
Medium	2d10
Large	3d10
Huge	4d10
Gargantuan	5d10
Colossal	6d10

Locked Ship Modifiers

Circumstance	Modifier
Ramming ship has no ram	+5
Enemy ship is tiny	+2
Enemy ship is small	+1
Enemy ship is medium	+0
Enemy ship is large	-1
Enemy ship is huge	-2
Enemy ship is gargantuan	-4
Enemy ship is colossal	-8
Your ship is tiny	+2
Your ship is small	+1
Your ship is medium	+0
Your ship is large	-1
Your ship is huge	-2
Your ship is gargantuan	-4
Your ship is colossal	-8

MORALE

Whether engaged in a ferocious harbor battle or fighting off pirates on the high seas, few men are willing to be slain or drowned as their ship is continually pounded by a superior enemy. A sustained attack on an enemy ship may very quickly cause them to 'strike the colors' and surrender.

Morale checks are made whenever the circumstances listed on the table below are met. The DC required to be rolled for each circumstance is also given, along with modifiers for morale checks.

The basic roll for a Morale check is a Will save for the crew (figure their save, as usual, by simple majority). If a Morale check is failed, the crew surrenders. Player characters are under no obligation to surrender but from this point, they will be fighting on their own!

Morale Circumstance	DC
Ship's SP reduced by 50%	15
Ship's SP reduced by 75%	10
Attacked by warship of at least 2 size classes larger	15
Attacked by multiple ships of same size or larger	10 +2 per ship

Circumstances	Modifier
Captain present	+ Captain's Cha modifier
Captain present with Leadership feat	+ Captain's level

BOARDING THE ENEMY

Boarding is a special standard action that allows a ship to draw up alongside an enemy vessel and launch a devastating melee attack with its crew. A successful boarding attempt will allow one ship to capture another, perhaps without even damaging it, but ferocious defenders may well be able to turn the tables and launch a strong counterattack.

Movement During Boarding

A ship may move up to its base rate of movement but may not launch any attacks. The ship stops when the target has been reached. The target vessel may immediately make an attack of opportunity. The target vessel must be within two size classes of the ship attempting to board or else the action will be an automatic failure.

The Crash of Timbers

To successfully launch a boarding action, two ships need to be brought alongside each other and secured. If the defender is willing to accept a boarding attempt, this may be considered automatic as the attacker closes range.

However, few crew are willing to accept an attempted boarding action. As the attacker draws close, grappling hooks are thrown, all attempting to snare the defender's ship and draw it close enough for the attacker's men to cross over and begin to board. The defender meanwhile, will be firing ranged weapons as they try to keep the attacker's head down, all the while severing the ropes and chains that are bringing the two ships together.

If the defender wishes to resist the attempt, both they and the attacker make opposing Seamanship checks. The attacker's check is modified as follows;

Circumstance	Modifier
Vessels two size classes apart	-4
Vessels one size class apart	-2
Attacker's crew size larger than defenders	+2
Attacker's vessel is a warship	+2
Defender's vessel is not a warship	+4
Every additional ship attempting to board defender	+4

If the defender wins the opposing Seamanship check, the boarding action has been successfully defeated before it began – the ships are not bound together and both may move freely in their next action. If the attacker wins the check, he has ensnared the enemy ship and may now immediately launch a boarding action.

RESOLVING A BOARDING ACTION

The Crew Roster Sheet is used for each ship engaged in a boarding action as the whole crew will be involved in the combat.

Initiative

Just as in melee combat, both sides must make Initiative checks to determine who may act first. This is a Seamanship check, using the skill of the crew or their captain (whichever is higher), though the attacker gains a +2 boarding bonus. If either captain has the Leadership feat, a further bonus of +2 may be added to this roll. The crew that rolls highest for Initiative may act first in every combat round.

Combat

Combat is resolved between crews in much the same manner as combat between individuals. The attacker makes an attack roll against the defending crew's AC. If successful, damage is dealt against the defending crew's hit points. Attack and damage rolls between crews can be greatly affected if one crew outnumbers the other, as shown on the table below.

BOARDING ACTION CREW COMBAT

Crew Wounds are. . .	Attack Roll Modifier	Damage Roll Modifier	Morale Modifier
Twice enemy's	+1	x 2	+1
Three times enemy's	+2	x 3	+2
Five times enemy's	+3	x 5	+3
Ten times or more enemy's	+5	x10	+5
50% of enemy's	-1	x 1	-1
33% of enemy's	-2	x 1	-2
20% of enemy's	-3	x 1	-3
10% or less of enemy's	-5	x ½	-5

Morale in Boarding

There are very few ship's crews who will truly fight to the death. As the enemy swarms over the railings of the ship, slaying crew mates with abandon, many sailors may choose to throw down their weapons than risk a cruel death in defense.

Morale checks are made in boarding actions whenever the circumstances listed on the table below are met. The DC for each circumstance is also given, along with modifiers.

If a Morale check is failed, the crew surrenders.

Circumstance	DC
Crew wounds reduced by 50%	15
Crew Wounds reduced by 75%	20
Crew Wounds reduced to one third of current score in a single round	10
Crew suffers more damage in a round than enemy	15
Crew is struck by enemy with 3x or greater crew wounds	15

Circumstances	Modifier
Captain present	+ Captain's Cha mod
Captain present with Leadership feat	+ Captain's Level

Multiple Boardings

It is possible for a ship to face two or more boarding actions in a single turn, particularly if being attacked by smaller vessels. In such cases, the defender's crew must be split into two or more (though this need not be an equal division) with each section defending against one attempted boarding action. In some circumstances, this may have an effect on Crew Roster Sheets in terms of attacks and damage but generally, only Crew Wounds will alter, as most crew will be formed of sailors of very similar skills and strengths.

Cannon Fire

The four basic types of cannon featured in the *Corsair* rules are the cannon, demi-cannon, culverin and demi-culverin. Historically, there were many miniscule varieties of these basic four types, but these represent the average statistics for those cannon type near to the poundage listed.

Demi-Culverin: The smallest of the anti-ship cannon, firing a 9-pound shot. Sometimes called a 9-pounder.

Culverin: The most common ship's weapon during this time period, firing an 18-pound shot.

Demi-Cannon: A large-bore weapon firing a 24-pound shot.

Cannon: The largest of the ship-mounted weapons— massive guns that fire a 45 pound shot.

great range, rather than just manuevering in close for a broadside. As the vessels approached, they were firing. This is something that many D20 players will have to get used to, as they are more familiar with waiting until a target is within a rangincrement to fire. If your players try to manuever in closer, have the enemy ship open fire at 10 range increments or more (remember--the crew's seamanship is the base attack bonus, so experienced crews can negate these penalties quite easily)...that will teach them the proper method!

Types of Shot

Cannonballs are not the only ordinance able to be fired from cannon. It is assumed that any armed vessel has the ability to fire these weapons, although deciding to use them will increase loading times as indicated.

Cannon Type

Type	Structural Damage	Range Increment
Demi-Culverin	1d4	100 ft
Culverin	2d4	100ft
Demi-Cannon	3d4	150ft
Cannon	4d4	150ft

Structural Damage: The amount of damage rolled on a successful hit. Note that this damage is rolled *per cannon*. Now you see why a First Rate is something to fear with its 22 demi-cannon and 22 Cannons per broadside. A full broadside from a First Rate has the potential to do 154d4 points of structural damage, enough to sink any ship on the seas at a stroke.

Range Increment: Any attack at less than this distance is not penalized for range. However, each full range increment causes a cumulative -2 penalty to the attack roll. Cannon can fire out to 20 range increments (for a total –40 on the die roll, but still). Again, unlike Hollywood stereotypes, naval combat often began at

Grape shot or Canister Shot: Metal scrap and musket balls wadded with canvas or loaded into a sheet-metal canister. Acts like a giant shotgun, targeting the crew (-2 to attack) Does no structural damage. Instead, convert structural damage to hit points (by multiplying x 10), and apply the damage directly to the Crew Roster. No more than 50% of a crew can be lost in this fashion (the rest are belowdecks, safe from this form of fire). Double the standard loading time.

Chain shot or Bar shot: Solid shot cut in two and joined by a length of chain or a jointed bar. Spins wildly when fired. Does no structural damage. Can

be targeted at either crew or rigging (both at a–4 attack penalty). Against sails, roll half damage, and take damage as a penalty to speed (as chain rips through rigging). Against crew, use method described in grape shot, above. Double loading time.

Heated Irons: This is a cannonball heated until red hot. It causes fire damage as described below. Triple the standard loading time. In addition, this procedure is extremely dangerous. Make a Seamanship check at DC 15. Failure indicates that one or more of the heated irons accidentally touched off their powder, causing an explosion on the gun deck. 1 gun per point of failure on the roll explodes, destroying the weapon. For each cannon destroyed, roll damage to the ship as if it had been attacked by a cannon of that type. In addition, the ship is now on fire.

FIRE

Fire is the terror of many ships' crews, for it can spell the destruction of a vessel in mere minutes, condemning all on board to burning or drowning. However, many crews willing employ fire as a terrible weapon of destruction, heedless of the suffering it causes, cheering as they see a proud enemy reduced to a smoldering wreck. Firing heated irons is a relatively common tactic on the high seas, used when the objective is to ruthlessly destroy an enemy rather than risk a boarding action to capture an enemy vessel intact.

Fire Damage

A fire-based attack dealing one or more structure points of damage to a ship sets it on fire. This fire then begins to spread. This fire deals damage equal to the initial damage each round, plus one for every consecutive round of burning, until the ship is destroyed or the crew controls the flames. Additional fire-based attacks made on a burning ship add to the cumulative fire damage dealt every round.

Example: The galleon Santa Pietra has 27 structure points and is struck by a hot iron causing 2 structure points of damage. This is a fire-based attack and so a fire is automatically started. At the end of the following round of combat, the fire spreads and will cause an additional 2 structure points of fire damage. At the end of the next round, it spreads further, causing an additional 3 structure points of fire damage.

As will become quickly apparent, even the largest ships may soon be destroyed by an enemy using fire-based weaponry, unless the crew is able to halt the spread of flames. For this reason, fire is perhaps the greatest fear aboard a sailing vessel.

Fire Fighting

Crews attempt to control and put out fires as soon as they spring up on board their vessel – the best crews are well-trained for such trials and may quickly quench the largest inferno, even in the heat of battle.

Any crew may attempt to fight a fire that has started on their ship – this is assumed to be a free action for the ship. A Seamanship check is made at DC 10, with a bonus of +2 given to warships, which carried elm-tree pumps specifically designed to pump water for fighting fires. The amount of fire damage put out by the crew in that round is equal to the margin of success on the Seamanship check.

Example: We left the Santa Pietra burning merrily away in our last example but the crew is now trying to fight the spreading flames. They have a Seamanship score of 8 and there are currently 3 points of fire damage to fight. Their Seamanship check results in an 12 (Seamanship 8 added to a 1d20 roll of 4), causing two points of fire damage to be quenched. One point still remains, however, and this spreads as normal to cause an additional 2 structure points of damage. In the next round, the crew of the Santa Pietro manages to finally extinguish the flames for good.
he crash of timbers and the roar of cannons. The whipcrack
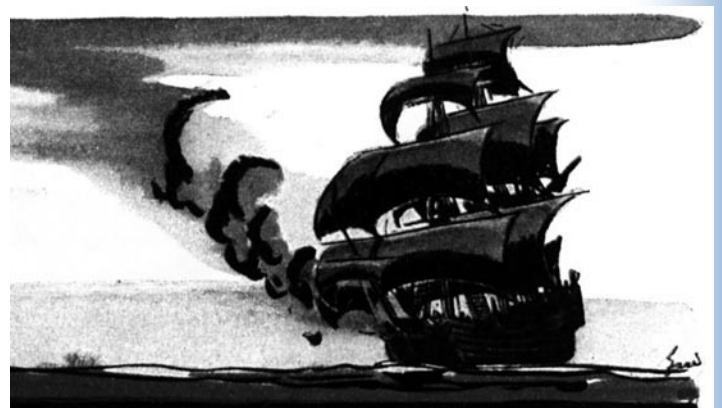
Advanced Rules

The rules presented up until now are detailed enough to cover the basic needs of most campaigns,but what follows are advanced and optional rules for those who want more detail, governing such things as repair, customization and legendary vessels.

Value

First, we'll have a look at the value of a ship.
Since most characters will never see the kind of money needed to commission a new vessel, this figure is primarily used to determine the sale value of captured prizes. In general, ships seldom are purchased for their true value. Purchase prices fluctuate wildly, based on the size of the port where the sale is attempted (you'll get more at a larger port, for example), and the current needs of the buyers (in times of war, a military vessel will bring a higher percentage of it's value than a merchantman, for example).

The value of a vessel, in standard D20 gold pieces can be determined by the following formula:
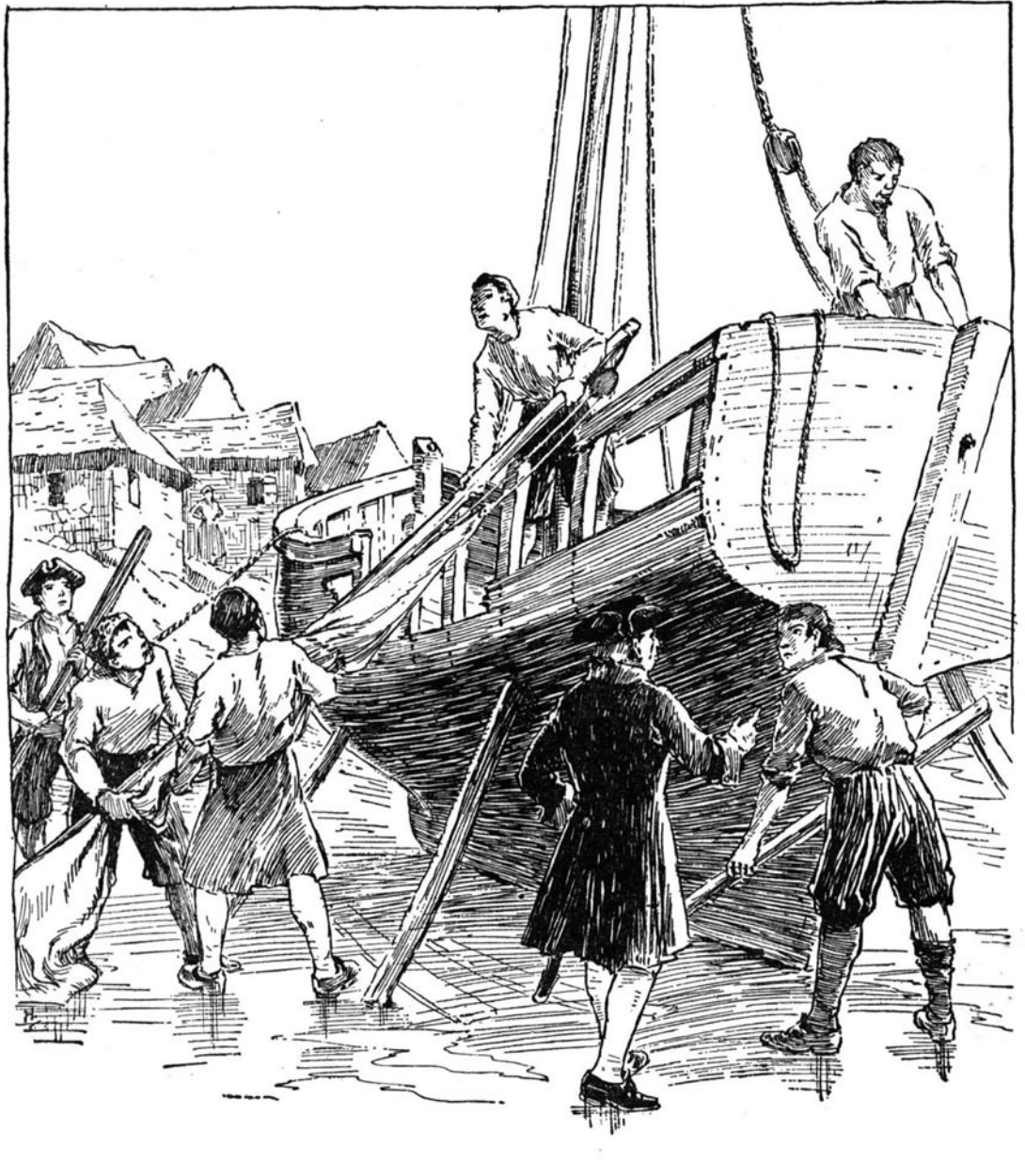
300 gold pieces per ton of cargo space + the cost of any cannons.

Cost of cannons: Cannon: 1200 gp; Demi-cannon: 600gp; Culverin: 450 gp; Demi-culverin: 270gp.

For example:

Sloop: 80 tons of cargo space +18 Culverin = 24,000 gp + 8100 gp = 32,100 gp.

Schooner: 100 tons of cargo space + 4 Demi-culverins + 20 Culverin = 30,000gp + 1080gp + 9000gp = 40,080gp.

Third Rate: 120 tons of cargo space + 42 Demi-culverin + 32 Culverin = 36,000gp + 11,340gp + 14,400gp = 61,740gp

For those using the Wealth system of *D20 Modern*, first convert the value into gold pieces as described above, then divide the result by 1000 (rounding down) to get the DC of the Purchase (the above examples would have DCs of 32, 40 and 61).

The above costs are simply estimates for *Corsair*- they aren't completely historically accurate, but they'll do.

No two ships are ever alike. Most ships larger than a medium-sized merchantman will never be for sale, your PCs will have to have it constructed. Ship yards generally take around 4 to 5 months to produce a new ship. Most ship builders are busy with honest work, and they'll want to know what the ship is going to be used for. Finding a ship builder could be an adventure unto itself.

A GM whose players bring a captured vessel as a prize to port should use the above guidelines as the base sale price, and modify from there based on the needs of the buyers, the condition of the vessel, etc. The amount of money changing hands during the sale of such items is so huge, that you'd seldom see the sale carried out with actual cash. The purchase would be made with a combination of coin, jewels and items equal to the total sale price.

REPAIRS

It happens to everyone, sooner or later. You limp away from an engagement with a number of Structure Points missing. The time has come for repairs to your vessel.

When a ship is damaged, there are several varieties of repairs that can be attempted: Battle Repairs, Sail Patching, Field Repairs and Port Repairs.

Battle Repairs

Batte Repairs are repairs that occur during the combat itself (pumping, patching of holes, quick lashing of broken spars and rigging), and can only be attempted if:

1) The ship has a Carpenter on board who has at least 5 ranks in Craft (carpentry)

2) The ship has currently taken no more than 50% of its Structure Points in damage. More significant damage requires more extensive work than is possible under battle conditions, and requires either Field Repairs or Port Repairs . Note that this restriction is not cumulative--it only reflects the current damage.
If a ship has 40 s.p., Battle Repairs can be attempted only if it has taken 20 points or less in damage. If the Ship's Carpenter repairs 16 of those points, the ship is considered to have only taken 4 points of damage for the purposes of this restriction-- meaning that it can take another 16 before Battle Repairs are impossible.

3) If the ship has taken more than 50% of its Structure Points in damage, the Carpenter can only patch (not truly repair), and this will "heal" no more than 25% of the total damage taken. Further repairs (Field or Port) will be needed.

To effect Battle Repairs, the carpenter must make a Craft (carpentry) check. This roll can also be modified by the Seamanship rating of the ship's crew. Divide the roll total by two to determine the amount of damage that is repaired.

Use the base sail change results from the table on page 33 for the amount of time those repairs take (don't forget to take into account the time penalties for operating with a skeleton crew).

Divide the total amount of damage repaired by the number of rounds, and return that amount of SP to the ship per round (rounding all remainders up). Damage that is in process of repair, but not yet in effect, does not count towards the 50% restriction...it is counted as repaired for this purpose. (However, if a ship drops to -10 s.p., even with pending repair, the ship is destroyed...the damage simple got ahead of the repair crews)

Example:
The sloop Lucky Jack, (22 s.p.) is fighting a Spanish frigate, and takes 10 points of damage. This is less than 50% of her total SP, so the Carpenter (Craft (carpentry) +7) makes a roll for repairs, modified by the Jack's Average crew (Seamanship +6).

The Carpenter rolls 15 +7 +6, for a total of 28. 28 divided by 2 is 14, so all 10 points of damage will be repaired. The result on sail change table indicates that an Average crew has a base time of 10 rounds. Dividing 14 points (even though only 10 is needed...the extra results will make the repairs go more quickly) among those 10 rounds means that the ship will recover 1.4 points a turn, rounded up to 2 points.

If the Lucky Jack had taken more than 11 points of damage, the Carpenter and the crew would only be able to repair at most 25% of the total damage taken, and the rest would have to be more extensive repairs undertaken either in the field or at port.

Example Two:
Say that while the Carpenter and the crew are repairing those 10 points of damage (say 3 rounds into the repairs) the ship takes another hit, and this one does 16 points of damage. At this point, the effective SP of the ship is (22 original, -10 damage from the first volley, +6 from the 3 rounds of repair) 18, so this attack brings the ship down to 2 Structure points, and is also much more than the 11 point limit for Battle repairs, so only 4 points of this additional damage can be repaired.
Assuming the ship takes no further damage, the ships SP at the end of this process will be (4 for the remaining points of repair from the first batch, +4 for the additional repair) 8 SP. The other 14 points of structure must be recovered through either Field Repairs or Port Repairs

Sail Patching
The procedure for repairs to sheets and rigging is handled differently. Any damage taken to the sails, as detailed in the description of Chain shot or Bar shot, is taken as a reduction in speed. To repair this damage requires that the holes and tears in the rigging be sewn and mended. There are no special rules for this, as the crew of a sailing vessel make these sort of repairs as a matter of course, even during normal use. Repairing damaged sails is not possible during battle.

Assume that repairs to sails are completed within a day. This is only possible if the ship's speed has been reduced by no more than 50%. Any more than that, and the sails must be replaced, either by stealing sails from a prize vessel, or by purchasing new sails (roughly 75gp).
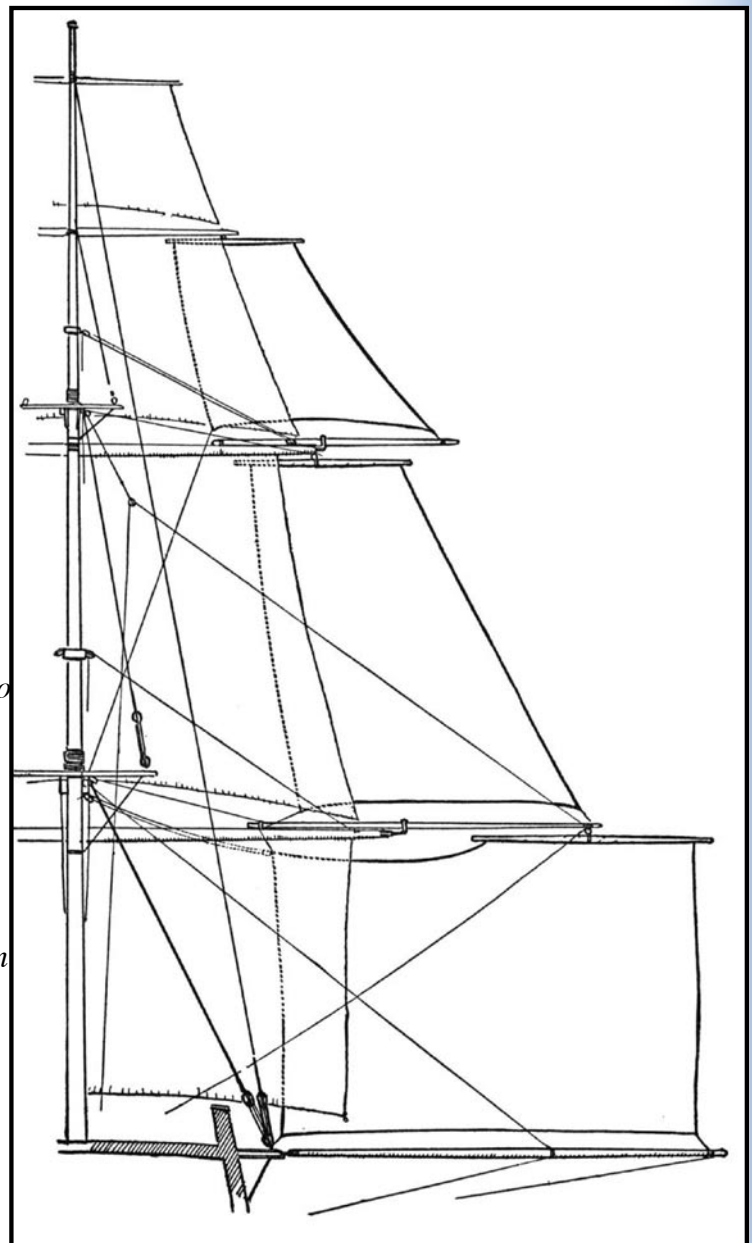
Field Repairs

More extensive damage requires more extensive repairs. There are two ways this can be done--by the ship's crew, in the field, or in port by a combination of the ships's crew and any ship builders that can be hired.

If a crew wants to engage in a Field Repair, lumber needs to be gathered. Large trees have to be felled and cleaned to create lumber which are used for hull, decking, masts, etc.

The vessel is run aground on a secluded beach, the cargo and fittings are off-loaded, and the repairs made (even to the point of pulling the vessel over onto it's side to repair the bottom of the hull--a process known as Careening).

If the entire crew is put to work on repairs, and an island is chosen with enough wood for the needed supplies, the repairs will take 1 full day of work (working during the daylight hours--12 hours) for every 5 SP of repair (this represents not just the repairs themselves, which actually don't take up much time, but rather the finding and felling of trees, the planing of the wood, the offloading of the vessel, the careening, etc.). If the vessel does not have a full crew, or if less than the full crew is available for the work, the repairs will take additional time, based on the time penalty for skeleton crews.

The Ships Carpenter makes a Craft (carpentry) roll, with a DC equal to the total amount of damage needing repair. The margin by which the roll exceeds the DC is the number of hours by which the process is reduced. (The expertise of the Carpenter makes the job easier). If the roll fails, the amount by which it fails is the number of hours of additional work required.

After the time has passed, the repairs have been made, and the ship is back up to its normal Structure Point total.
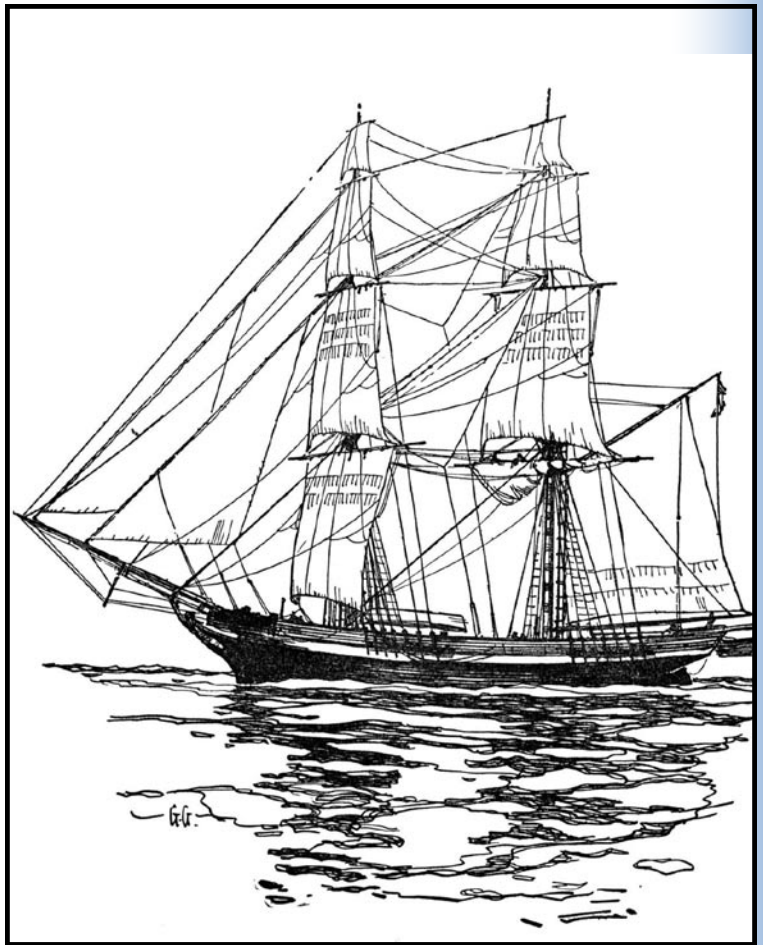
Port Repairs

Repairs in Port are much quicker, although much more expensive, and may also attract attention of the authorities. Port facilities will repair 15 SP a day, and cost based on the value of the vessel: take the value of the vessel (as figured via the formula at the beginning of this section), and divide it by the total number of Structure Points the vessel has when fully repaired, and this will give you the cost to repair each point of damage.

The cost can be reduced by the repair crews taking more time. Taking 3 times as much time (reducing the rate to 5 SP per day) will reduce the cost by 50%.

Example:

The Lucky Jack, from our previous example, needs to repair 14 points out of 22. The Jack is a Sloop, and worth 32,100 gp. This means that each point of structure is worth roughly 1459 gp.
The repairs on the Lucky Jack will cost 20,426gp, and only take one day of work.
Spending 10,213 gp will have the repairs completed in 3 days.

MODIFICATIONS

Ship owners often modified their vessels, adding more weapons, streamlining the hull and generally fitting out the ship to be more suited for combat on the high seas than the shipwrights ever intended.

The following is a list of available modifications, their benefits, and any costs.

Adding Guns
A vessel can be over-armed up to 20% above the specs listed in the basic stat block, by reducing cargo space by 20%. These guns can be placed anywhere the ships owner wishes.

Upgrading Firepower
Often, a ship would have its guns replaced with larger bore weapons--however, due to the added weight and, more importantly, the unbalancing effects of the larger blasts, no ship can carry weapons larger than 1 size higher than the normally-outfit gun it replaces (for example--a culverin can be replaced with a demi-cannon, but not a cannon).

In addition, the ships maximum speed is reduced by 1 knot (10 ft.) and maneuverability is reduced by 1 for every 5 replacements or fraction thereof.

Streamlining
A captured vessel would sometimes have its rails cut down, its decks lowered and some of its heavy superstructure beams removed in an effort to make the ship faster. This process requires a Ship's Carpenter with Craft(carpentry) of at least +5, and will increase the top speed of a ship by 1 knot (10 ft.) for every point of Structure lost, to a maximum of 3.

Careening
The hull of a wooden sailing vessel would become fouled with barnacles and other growth which increased drag on a vessel. A ship which undergoes careening (pulling the ship onto a beach to expose the underside) can add 1 knot (10 ft.) to its top speed...although that extra speed will disappear after 3 months (as barnacles and other growth returns), requiring re-careening.

Hull Reinforcement
Reinforcing a ship's hull with heavier wood makes the ship harder to damage, but heavier and slower. Using the rules for repair (including costs, if done in port), a ship can add up to 5 SP for a reduction of 1knot (10 ft) per SP.

CREW IMPROVEMENT

A ship's crew can improve, just like any other character. The simplest way to represent this is to increase the crew's Seamanship rating by +1 for every month of active sailing (if the crew spends a month in port, doing nothing, no increase is merited, after all).

CREW REPLACEMENT

Replacing crew losses is a major factor of life on a sailing vessel, and there are two methods by which this is usually accomplished: Hiring On, and Press Gangs.

Hiring On
This method entails simply putting out the word that you're hiring crew while in port. The result is determined by a Charisma check by the Captain, modified as follows:

Factor	Modifier
Captain's level is 4+	+1
Captain's level is 9+	+2
Captain's level is 15+	+3

No pay is offered to pirate crews, instead they are considered to be going "on the Account", although if an amount of money is offered as a signing bonus, that further modifies the roll:

Bonus	Modifier
less than 5 gp	0
5-25 gp	+1
26- 75 gp	+2
76+ gp	+1 for every 25 gp

Note that this bonus must be paid to all.

The roll is made against a DC based upon the desired number of crewmen needed:

Number needed	DC
less than 10	10
10-20	15
20-50	20
50-75	25
75+	30

Add a modifier equal to the desired Seamanship rating of the crew.

Example:
The Lucky Jack has lost some crew during the last battle, and is in port looking to hire. They need 17 crewmen. The Captain is a 4th level PC, his Charisma is 16, and he is looking for crew equal in Seamanship to his current members (Seamanship +6). He's offering a signing bonus of 30 gp per man.

He has to make d20 roll with a circumstance bonus of +6 (+3 Cha, +1 for his level, +2 for the signing bonus) against a DC of 21 (15 (for 17 crewmen) +6 for their desired Seamanship rating.)

Press Gang
This method entails sending armed men to essentially kidnap unwilling sailors to join your crew. It is always successful, but unwilling sailors are always Rabble, at Seamanship rating +1. Remember that Seamanship is based on the average scores of the crew's Profession (sailor) skill, so bringing in more Rabble will lower your overall crew quality.

Another method of pressing sailors into service is to offer positions to the crew of a captured vessel. The crew members that agree to join come over with their current Seamanship rating intact. Use the tables for Hiring On, except with no signing bonus modifiers (these people were just fighting against you, so an offer like that wouldn't be believed), and with the DC modifier based on the actual Seamanship rating of the crew, rather than any desired rating. Double the Captain's charisma bonus if he showed mercy to the captured ship. No more than 50% of a captured ship's crew will join.

Example:
Instead of Hiring On, the Lucky Jack instead attempts to press 17 crew members from the ship they just took. The captured crew's Seamanship is +5. The Captain has shown mercy. He must make a roll at +7 against a DC of 20.

Legendary Vessels

There are ships which have become famous in their own right--legends of the sea. Blackbeard's *Queen Anne's Revenge*. *The Adventure Galley* of Captain Kidd. The ghostly *Flying Dutchman*. All of these vessels have taken on a life of their own.

In *Corsair*, these vessels have become NPCs, and gain levels and feats as they advance in legendary power.

To become a legendary vessel, a ship must meet the following critieria:

  1) Have a crew with a quality of Average or better.

  2) Have a Captain with a Cha bonus of at least +3

  3) Have all players aboard agree to donate 10% of their future experience awards directly to the ship.

  4) Fly a flag of unique design, which clearly identifies the vessel.

Once these criteria are met, the ship becomes a 1st level Legendary Vessel (**Lgv**), and from that point onward, draws 10% of its PC crew's experience as its own. As the ship gains levels, it gains bonuses to Armor Class, Base Attack Bonus and Structure Points (note that these bonuses are not cumulative).At 1st, 2nd, 4th, 6th, 8th and 10th level, a Ship Feat may be chosen. A list of Ship Feats (and full details on the feats) can be found starting on the next page.

A legendary vessel that comes under the control of a new captain and crew will retain the benefits of the NPC class, as long as the new owners maintain the tithe of 10% of their experience awards, and the ship keeps its name and unique flag. Changing the name of a sailing vessel is generally considered to be unlucky...and in this case, that's true--the benefits of Legendary Ship status would be lost.

The Legendary Vessel

Level	AC Bonus	Base Attack Bonus	SP Bonus	Special
1	+1	-	-	Initial Ship Feat
2	+1	+1	-	Ship Feat
3	+2	+2	+1	-
4	+2	+3	+2	Ship Feat
5	+3	+4	+3	-
6	+3	+5	+4	Ship Feat
7	+4	+6	+5	-
8	+4	+7	+6	Ship Feat
9	+5	+8	+7	-
10	+5	+9	+8	Ship Feat

SHIP FEATS

A feat is a special feature that gives your vessel a new capability or improves one that it already has. A Legendary Vessel gets to choose 1 feat at level 1, one at level 4, one at level 7 and one more at level 10.

Some feats have prerequisites. Your ship must have the indicated statistical score, feat or other quality listed in order to select or use that feat.

Note that although these are called Ship Feats, some of them apply more to the crew than the ship--however since these feats are part of the Legendary Ship, they exist independently of the crew itself, as long as they meet the quality requirement for a Legendary ship. For example, any crew of at least Average quality serving aboard a ship with the Expert Gunner feat would have that feat available, even if they were all newly-hired.

BEAT TO QUARTERS[SHIP]
The ship is always ready for action, and often gets the jump on its opponent.
Prerequisite: Wave Dancer
Benefit: The ship's maneuverability score has a +4 bonus

BEARING DOWN [SHIP]
The ship is brutally efficient at ramming other vessels.
Benefit: When ramming another vessel, this ship gains a +4 bonus on the attack roll, rather than the standard +2. (The AC reduction for a ramming vessel remains at -2, however, as described in the ramming rules). Additionally, this ship only takes 1/4 of the listed damage, instead of 1/3.
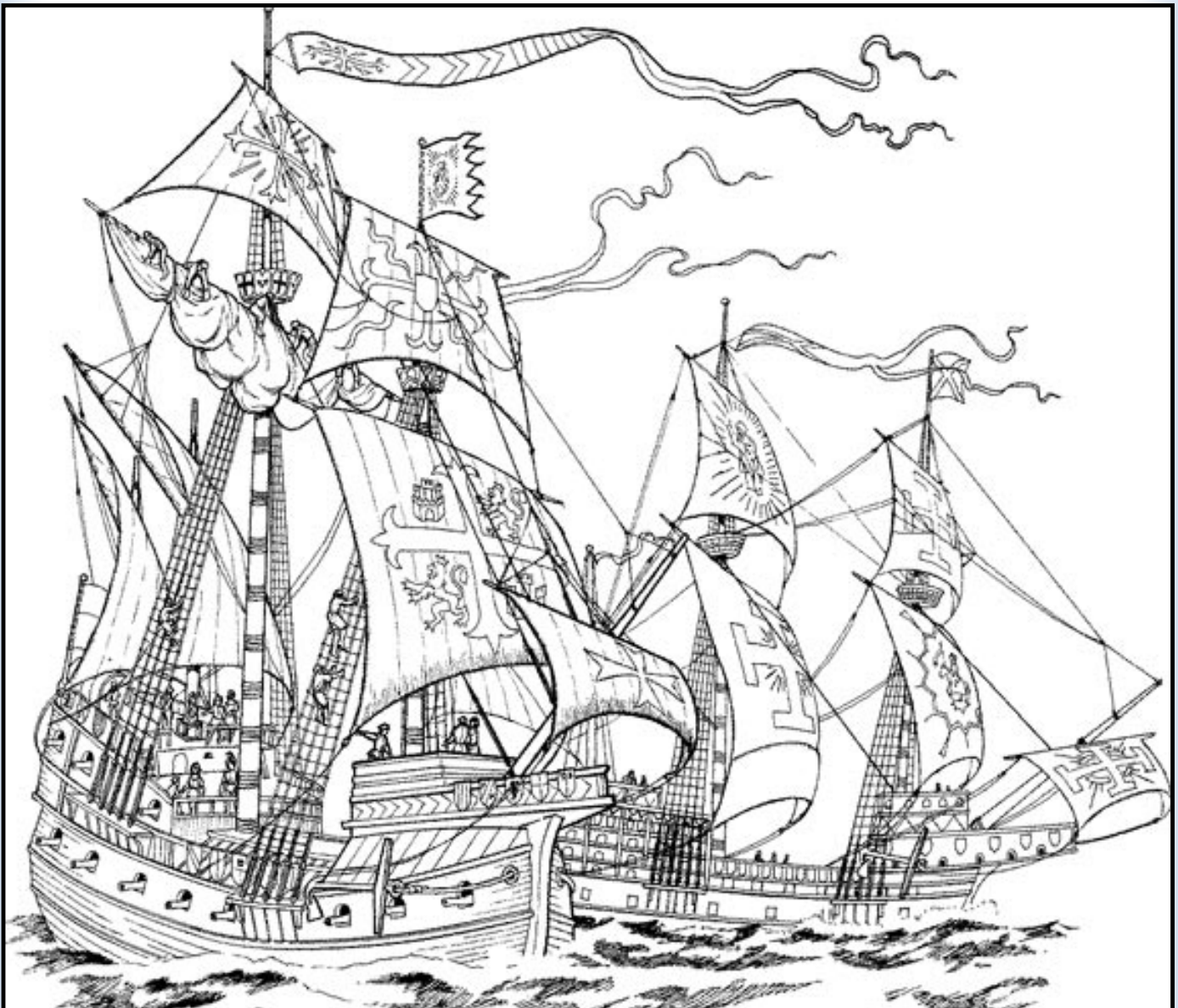
BOMBARD [SHIP]

The ship's weapons have a greater range than expected.

Prerequisite: Expert Gunners

Benefit: The ship's guns have their range increments increased by 25% (multiply the range increments by 1.25).

BRISTOL FASHION[SHIP]

The ship is very well built.

Benefit: The ship has an extra die roll's worth of Structure Points, which are added as soon as this feat is taken. (For example: a Sloop (which uses 4d10 to determine it's normal Structure Points), would roll 1d10 and add it to SP.)

DROGUE SHIP [SHIP]

The ship is embued with magical powers, turning it into a drogue (the Caribbean voodoo term for a magic item).

Prerequisite: A Caster of the appropriate level as a member of the crew.

Benefit: The ship can be used as the focus for any of the [Item Creation] feats described in the PHB. The rules governing those feats must be followed, but the abilities are embued into the vessel itself, rather than into a rod, staff, weapon, etc.

EVASIVE ACTION [SHIP]

The ship is capable of avoiding incoming fire.

Prerequisite: Wave Dancer

Benefit: During your action, you designate an opponent, and receive a +2 bonus to Armor Class against attacks from that opponent. You may select a new opponent on any action.

EXPERT GUNNERS [SHIP]

The ship's guns can be reloaded very quickly.

Benefit: The base reload time for your ship's guns is 2 rounds quicker than normal.

EXPERT HELMSMEN [SHIP]

The ships is handled well, by men who know the ship's every rope and beam.

Benefit: Manuever penalties due to sail are reduced. The penalty for Full Sail is -1, and the penalty for Extra Sail is -3.

EXPERT LOOKOUTS [SHIP]

The ship's crew is more efficient at sighting.

Benefit: The ship's crew gains a +2 bonus on Sighting checks.

EXPERT MARINES [SHIP]

The ship carries a cadre of marines who are specialists in boarding actions.
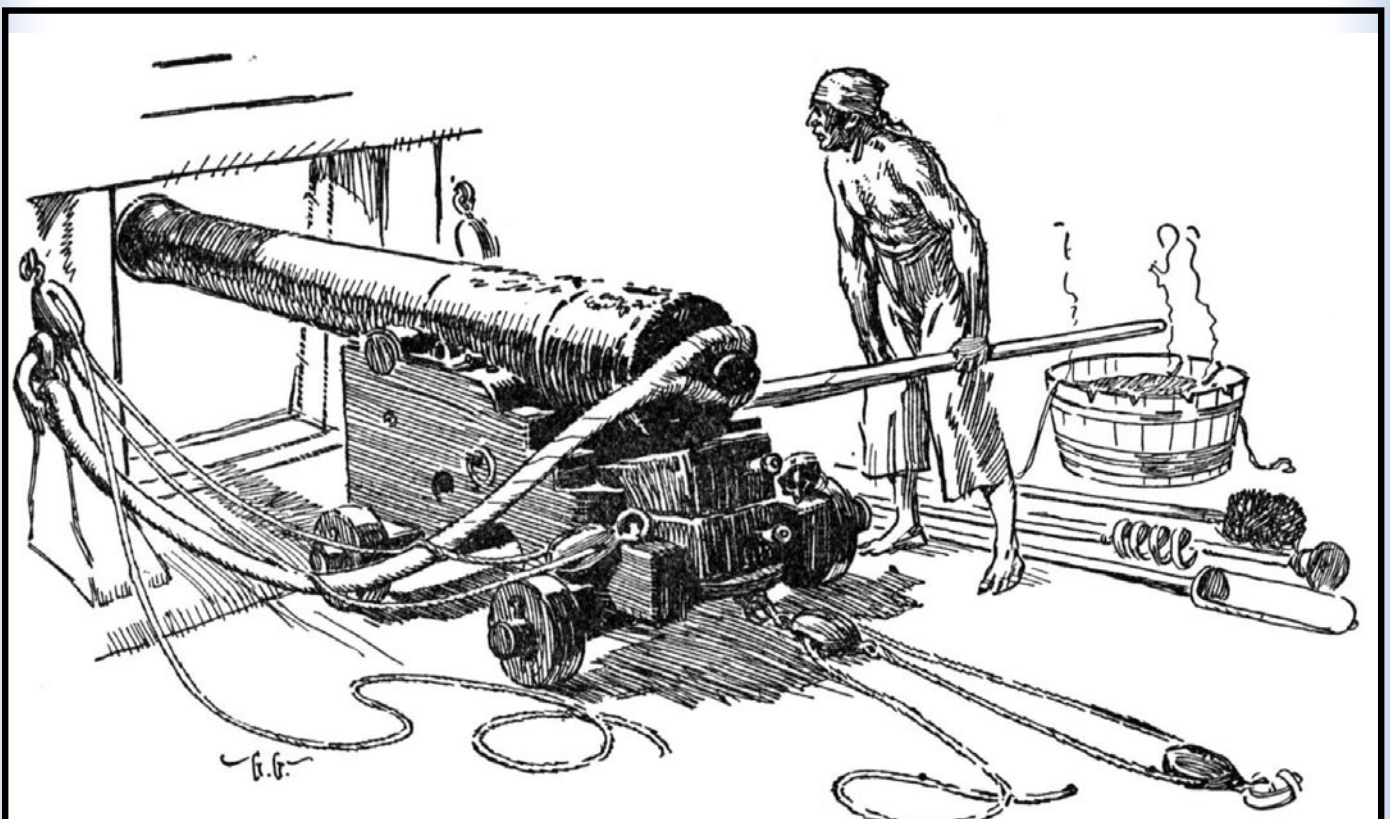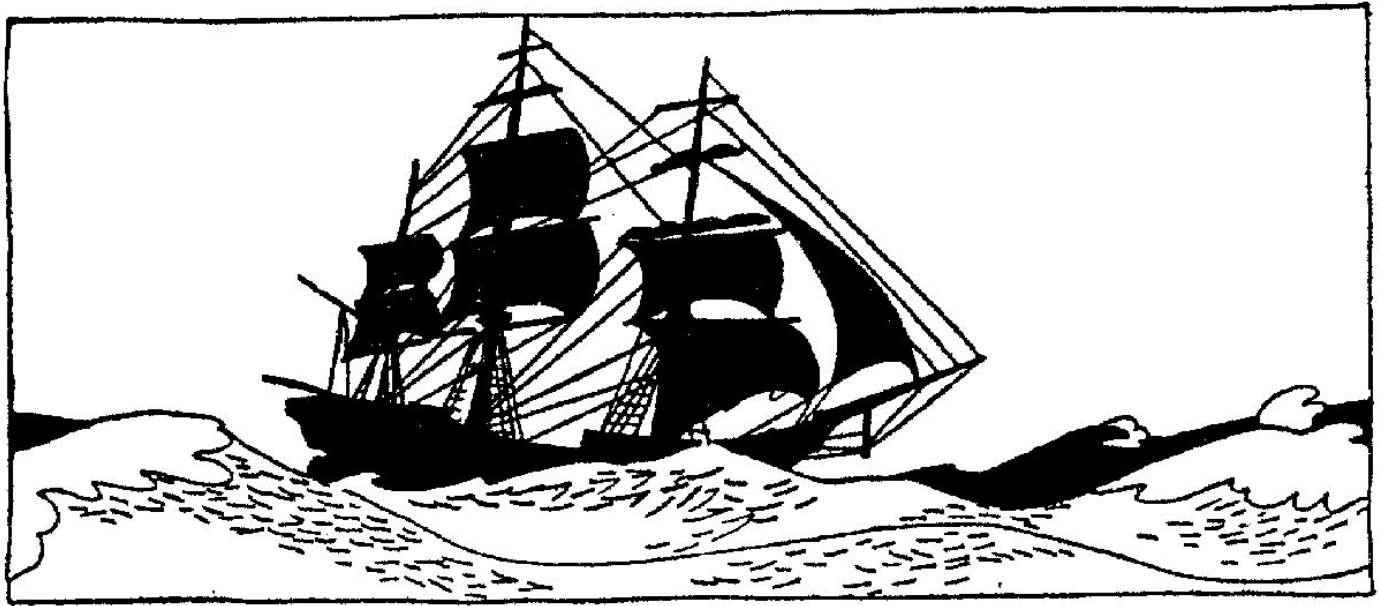
Benefit: The ship's crew gains a +2 bonus on Initiative and Attack rolls during Boarding .

EXPERT TOPSMEN [SHIP]
The ships sails can be reset quickly and effeciently.
Benefit: The crew counts as one quality level higher for the purposes of base sail change time. (Expert crews work 1 round faster)

FEARFUL REPUTATION [SHIP]
The ship is well-known on the seas, striking fear into the hearts of enemy crews.
Benefit: Enemy crews are at a -4 to Morale checks when facing this ship and its crew in naval or boarding combat.

FLAGSHIP [SHIP]
The ship is primarily used as the vessel in command of a fleet.
Prerequisite: Captain of level 7 or better
Benefit: When this ship is sailing in consort with others, all vessels in the fleet use this ship's maneuverability rating for purposes of initiative in combat. In addition, the crews on the other vessels can be affected by the Captain's command abilities (Leadership feats, etc), as long as they are within sight of his ship.

FLUSH-DECKED [SHIP]
The ship's forecastle has been lowered to the level of the main deck, providing a larger fighting platform for boarding actions.
Benefit: Occasionally, pirates would remove the forecastle of a sailing ship, to give the main deck more space. More space meant that more men could be given an unobstructed fighting platform--a clear way to board an enemy. A flush-decked vessel has a +2 modifier for Boarding Attacks.

GOD'S FAVOR [SHIP]
The ship is magically defended.
Prerequisite: A Cleric in the crew, performing regular rituals on board.
Benefit: The ship itself gains the ability to roll Saving Throws against magical attacks. The ship's saving throw is equal to that of the ship's Cleric.

HARD ABOUT [SHIP]
The ship's crew is trained in a dangerous maneuver which allows the vessel to make turns in excess of its turn rate.
Prerequisite: Spring Wheel
Benefit: Once per combat, the ship's turn rating can be tripled. For example--a ship with a turn rating of 4, possessing the required Spring Wheel feat (making the turn rating 6), could, once per combat, increase the turn rating to 18 for a 10-round period (allowing the ship to change course 202.5 degrees within 60 seconds).

IMPROVED EVASIVE ACTION [SHIP]
The ship is capable of avoiding incoming fire from all directions, weaving in and out of danger like a living thing.
Prerequisite: Wave Dancer, Evasive Action
Benefit: Your ship receive a +2 bonus to Armor Class against attacks from all opponents in a combat.

LONG-BORE GUNS [SHIP]
The ship's cannon are extremely accurate.
Benefit: Attack rolls with the cannon receive a +1 bonus to hit.

LUCKY FIGUREHEAD[SHIP]
The ship's figurehead (the carved statue that runs along the bowsprit) is lucky.
Benefit: All crew (including PCs) gain a +1 to Saving Throws and a +1 Defensive bonus (added to the AC of the Crew Roster).

RUNS LIKE THE DEVIL [SHIP]
The ship is wickedly fast.
Benefit: The ship's maximum speed rating is 25% higher than normal (multiply by 1.25 and round up).

SPRING WHEEL [SHIP]
The ship can turn much more quickly than normal
Benefit: The ship's turn rate has a +2 bonus.

STALWART LADS [SHIP]
The ships crew are extremely loyal.
Benefit: The crew receives a +4 circumstance bonus to Morale checks.

STORM-BORN [SHIP]
The ship is capable of riding out the worst storms.
Benefit: The ship uses a d4 instead of a d6 to determine damage taken in a storm. In addition, if a 4 is rolled on the die, the ship only rolls for critical damage if another 4 is rolled on a second check. Rolls on the critical damage table are taken at a -3.

STREAMLINED [SHIP]
The vessel's lines are crafted in such a way that it slices through the waves like a knife.
Benefit: The ship's crew counts as one quality level higher for the purposes of determining the ship's speed modifier.

WAVE-DANCER [SHIP]
The ship is exceedingly maneuverable, and handles better than other ships of its class.
Benefit: The ship's maneuverability score has a +2 bonus.
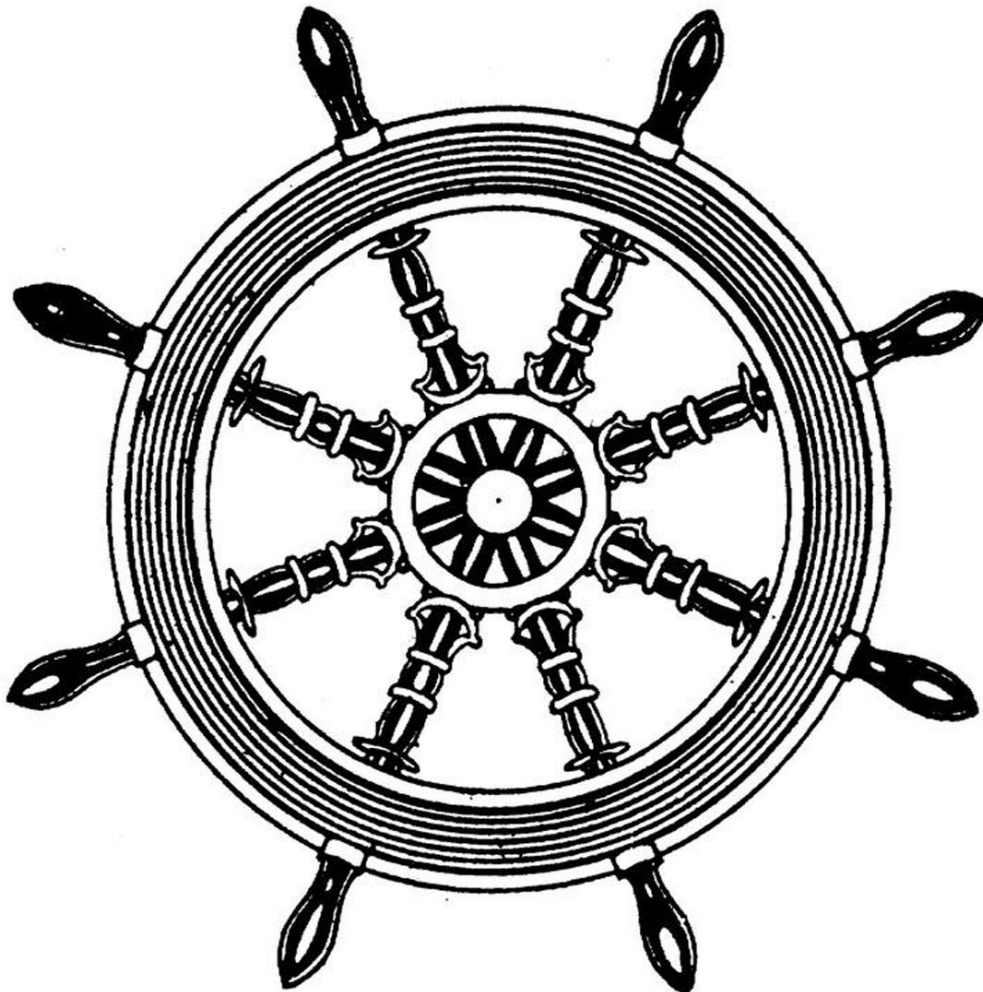
Templates

Just like a monster, a Legendary Ship can also have a template applied to it. Any of the templates from the MM can be used. Slight modification may be needed, which are at the discretion of the Game Master.

Here's an example: We'll add a Ghost template to a Brigantine:

The Lady Rose
Large Undead Merchantman

Draft: 2.5 fathoms
Structure Dice: 6d12 (38 sp) *(Ghost changes Hit Dice to D12)*
Hardness: 5
Maneuverability: -3 (-2 Merchantman, -1 size)
Speed: 120 ft./12 knots, sailing or 30 ft./3 knots, flying *(Ghost adds flying)*
Turn Rate: 3
AC: 7 (-2 Merchantman, -1 size) *(As per Ghost, only for ethereal encounters)*
Weapons Fore: None
Weapons Aft: Culverin x4
Weapons Broadside: Culverin x 10
Damage: Culverin 2d4 *(but, as per Ghost, these are not physical attacks--they can only effect ethereal creatures)*
Special Qualities: Frightful Moan, Horrific Appearance, Manifestation, Rejuvenation, Turn Resistance *(as per Ghost template on page 118 of Core Rulebook III v3.5)*
Crew: varies *(Personally, I'd place a Specter or some other undead nasty on board, perhaps even alone.)*
Passengers: none
Cargo: varies
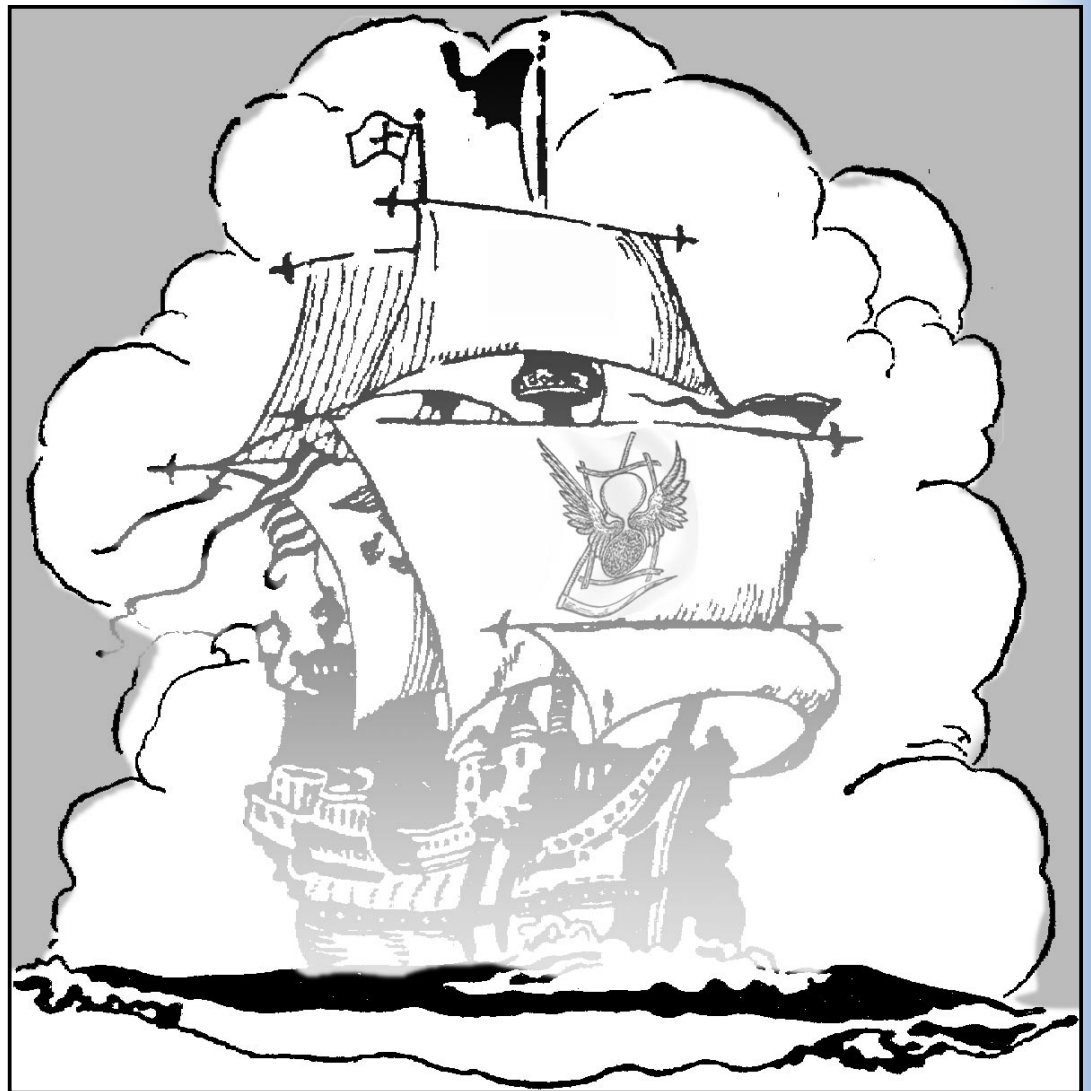
This is just an example of how you can adapt monster templates to the ship stat blocks in Skull & Bones. Imagine the fun of your players facing a Vampiric Pinnace, or an Infernal Frigate! (Well, fun for you, that is.)

CURSED SHIP: A NEW TEMPLATE

A cursed ship is often believed to be nothing more than the fanciful tale of sailors, to pass the time on long night-watches. However, cursed ships do exist, and can quickly prove lethal to their crews.

Cursed ships can be created when the gods witness a crime against them committed by a vessel of their followers, or via a spell cast by a powerful creature or magic user (see the following section for the Curse Ship spell).

A ship may be returned to normal through the use of a *limited wish, miracle,* or *wish* spell. In addition, a curse may also be lifted through a *break enchantment* or *remove curse* spell cast at a higher level than the curse.

When a ship is cursed, apply the following:

Manueverability: -1
Special Qualities: As original ship, plus Aura of Unease and Crew Slayer.

Aura of Unease: Any crewmember serving on a cursed vessel quickly comes to recognize a strong feeling of unease whenever he works his normal duties. A sailor often loves his ship as much as the family he left on shore, but any serving on a cursed ship soon form the impression that "something" is very wrong. This soon effects the way the crew work together. All Seamanship checks made by anyone aboard the cursed ship suffer a -4 morale penalty. This also effects the crew's Morale checks in combat as well.

Crew Slayer: Every week, 2d6 CrewWounds must be deducted from the Crew Roster, reflecting casualties caused by freak accidents--spars suddenly falling to the deck, men overboard in calm weather, outbreaks of rare diseases, etc.

Other Oceans

As stated at the beginning of these rules, *Corsair's* rules were originally designed for *Skull & Bones*, a D20 supplement set during the Golden Age of Piracy. The rules were designed with that period in mind. However, the rules presented herein can easily be adapted for use in any time period, or fantasy setting.

Fantasy

The biggest change that will need to be kept in mind in using *Corsair* in a fantasy campaign is that the presence of magic can greatly change the outcome of events.

Given that magic deals damage in hit points, it's still more effective to attack a ship with cannon, but fire-based magical attacks can definitely be a problem, as they will start fires as described in the combat section.

Spells such as *Gust of Wind* can be used to increase a ship's speed, or as a substitute for natural wind when the vessel has been becalmed. Game Masters will have to look at the results of a spell, and try as best as possible to interpret those results within these rules.

A GM will also have to decide whether the sea will be a focus of the campaign, or just the subject of a single adventure. In campaigns where the GM has decided that nautical adventure is the focus, there should be nautically-based character classes, sea spells, etc. Examples of these can be found in many products, such as *Skull & Bones* from Green Ronin, *The Book of the Sea* from Mongoose Publishing, and the *Seafarer's Handbook* from Fantasy Flight Games' Legends and Lairs series. Each of those products concentrates on nautically-focused campaigns, and feature much more character detail than we'd be able to go into here.

In campaigns where the GM just wants to "dip into" the sea, so to speak, the rules contained here are more than enough, although one issue has the potential to unbalance a campaign: Cannons.

If the Game Master does not want to allow firearms in her campaign setting, the weapons presented in the ship descriptions will need to be changed. Ships will carry Ballistae, Catapults, Trebuchet and Fire Projectors rather than cannon. Descriptions of these weapons can be found on the following page.

FANTASY SHIP WEAPON TABLE

Weapon	Cost (gp)	SP Damage	Range Increment	Reload Time (base)
Heavy Catapult	800	3d4	100 ft	24
Medium Catapult	675	2d4	100 ft	24
Light Catapult	500	1d4	100ft	24
Trebuchet	1400	5d4	150ft	30
Ballista	500	3d4	150ft	20
Fire Projector	3600	1d4	50ft	10

Weapon: The type of weapon. *Catapults* hurl stones at enemies, and, because of their function, must be mounted on an open deck. *Trebuchets* are immense versions of catapults, and must also be installed on an open deck--and only on ships that are medium-sized or larger. *Ballistae* are giant crossbows, and can be fitted into a standard gun deck. A *Fire projector* is a weapon that throws a stream of alchemical fire (created from a chemical reaction) at a target.

SP Damage: The amount of structural damage delivered by a successful attack. To find HP damage (when used against crew), multiply the damage result by 10.

Range Increment: As standard.

Reload Time (base): This is the starting reload time between shots. Rabble crews use this figure, and for each improvement in crew level, reduce this figure by 2 rounds. (Therefore, Expert crews reload 8 rounds faster than Rabble)

Of course, GMs can decide that cannons are allowable (perhaps as semi-magic items), and if they don't want to open the door for the hand-held equivalents, simply decide that in this campaign world, the reaction of the powder isn't able to be replicated on a small scale.

Here's an example ship from a fantasy setting, using no cannon:

ELVEN CORSAIR
Medium Warship

Draft: 3 fathoms
Structure Dice: 5d10 (30 sp)
Hardness: 5
Maneuverability: 0
Speed: 130 ft./13 knots
Turn Rate: 3
AC: 10
Weapons Fore: None
Weapons Aft: Medium Catapult x3
Weapons Broadside: Ballistae x 10
Damage: Medium Catapult 2d4
　　　　　Ballistae 3d4
Special Qualities: None
Crew: 100
Passengers: 20
Cargo: 80 tons

The main vessel used by the Sea Elves, the Corsair is fast and well-armed, especially given the fact that at least 20% of each Corsair's crew is comprised of elves with some spell-casting ability (usually fighter/sorcerers).

SEA MAGIC

In any campaign were the sea is going to be a source of adventure, magic should reflect that as well. The following are examples of spells that can be created for a nautical adventure campaign.

Control Currents
Conjuration
Level: Sor/Wiz 5
Components: V,S
Casting Time: 10 minutes
Range: Touch
Targets: One ship touched
Duration: 1 day
Saving Throw: None
Spell Resistance: No

Drawing magical forces around the vessel you touch, you are able to guide sea currents to literally pull the vessel along at far greater speeds than normal. The ship now moves 25% faster for a period of one day.

Curse Ship
Transmutation
Level: Clr 7
Components: V,S, DF
Casting Time: 1 minute
Range: Touch
Targets: One ship touched
Duration: Instantaneous
Saving Throw: None
Spell Resistance: Yes

Calling upon the power of your god, you curse a vessel, dooming both it and its crew to a lifetime of misery and death. Apply the cursed ship template immediately. Curse Ship cannot be dispelled, but it can be removed with a *limited wish, miracle,* or *wish* spell. In addition, a curse may also be lifted through a *break enchantment* or *remove curse* spell cast at a higher level than the curse.

Delay Sinking
Abjuration
Level: Sor/Wiz 7
Components: V,S, M
Casting Time: 1 action
Range: Touch
Targets: One ship touched
Duration: 1 hour/level
Saving Throw: None
Spell Resistance: Yes

You are able to call up invisible barriers of arcane force that effectively plug holes in the hull of a sinking ship for a short period of time. Crewmen are then able to effect longer-lasting repairs in the hope that their ship might safely reach port. A ship under the effect of this spell stops sinking for the duration of the casting, at which time, if no repairs have been made, it begins to sink again.

Hold Ship
Abjuration
Level: Sor/Wiz 6
Components: V,S, M
Casting Time: 1 action
Range: Long (400ft +40ft/level)
Targets: One ship
Duration: Concentration
Saving Throw: None
Spell Resistance: Yes

A valuable spell in combat, hold ship allows you to halt another vessel in its tracks, holding it immobile regardless of winds, currents or the efforts of its crew. The ship will automatically remain motionless for one round. You may attempt to hold the ship for longer than one round by succeeding in a Concentration check at a DC based on the ship's size, as listed below. This Concentration check is made in addition to any others you may be forced to take, due to sustaining damage or casting in adverse conditions.

Ship Size	Concentration DC
Tiny	10
Small	12
Medium	15
Large	18
Huge	20
Gargantuan	25
Colossal	30

Once a Concentration check has been failed, the spell dissipates, and the ship is once again free to move normally.

Pacify Storm
Conjuration
Level: Drd 3, Clr 4, Sor/Wiz 5
Components: V,S, M
Casting Time: 1 minute
Range: 1 mile centered on ship touched
Targets: One ship touched
Duration: 1 hour/level
Saving Throw: None
Spell Resistance: No

You are able to harness the magical energies required to calm the most powerful of storms, enabling the ships you sail on to speed safely through raging tempests. *Pacify Storm* will affect only natural storms, and will alter the conditions for one mile in every direction around the ship, converting any storm to Strong Winds. The spell lasts for a hour per caster level.

Repair Ship
Transmutation
Level: Clr 2, Drd 2, Sor/Wiz 3
Components: V,S, M
Casting Time: 1 minute
Range: Touch
Targets: One ship touched
Duration: Instantaneous
Saving Throw: None
Spell Resistance: Yes

Through the use of this spell, you are able to knit together smashed timbers and ripped sails, restoring a ship towards its original seaworthiness, "healing" 1d6 Structure Points worth of damage.

Tsunami
Evocation
Level: Drd 7, Clr 8, Sor/Wiz 8
Components: V,S
Casting Time: 1 minute
Range: Long (400ft +40 ft/level)
Effect: Tsunami 10ft/level high, 50ft/level wide
Duration: Instantaneous
Saving Throw: None
Spell Resistance: Yes

Harnessing the power of the ocean, you cause a massive tidal wave to rise up and destroy all in its path. The tsunami is 10ft/level high and 50ft/level wide, and moves away from you at 100 feet per round. It will travel for 1 mile per caster level before it dissipates. Any ship hit by the tsunami must make a Seamanship check at DC 12 to ride the wave out. The DC is modified by +1 for every 10 feet the tsunami is in height. The roll is modified by the size of the ship:

Ship Size	Seamanship check modifier
Tiny	-8
Small	-4
Medium	-2
Large	-1
Huge	0
Gargantuan	+1
Colossal	+2

A ship that fails the Seamanship check will sustain 1d6 SP of damage per 10 feet of the Tsunami's height. Particularly vicious GMs may also want to use the Storm Critical Damage table any time a 6 is rolled on the damage dice.

The tsunami will double in height in coastal waters, but will slow down to 50 feet per round and will deal 1d6 SP of damage per 20 feet of height. The GM will decide the effects of the wave should it ever make contact with land, but as a rule of thumb, coastal villages will be utterly destroyed, and port cities will suffer severe damage.

OTHER ERAS

The *Corsair* rules can also be used to mirror the sailing vessels of other historical eras as well. The ships presented herein were in use from the mid-1600s to the mid-1700s.

To represent ships of earlier eras, limit the size of vessels, as follows:

Period	Maximum Vessel Size
Renaissance	Huge
Middle Ages	Large
Dark Ages	Medium
Earlier	Medium

Additionally, in periods were cannon were used (Renaissance and late Middle Ages), the size of cannon should be smaller. Ships from periods without cannon can use the weapons as described in the Fantasy section.

There is only one period later than that presented in **Corsair** where sailing vessels were still in use--the Age of Sail, from the mid-to-late 1700s, and through the 19th century. This is the period of the Napoleonic Wars--the setting of the great nautical adventure fiction of C.S. Forster's Horation Hornblower and Patrick O'Brian's Jack Aubrey.

Vessels in this period were better built, stronger, faster and more heavily armed. To represent this in Corsair, use the ship stats presented here, but with the following changes:

Structure Dice: Ships were more solidly built. Every ship gains 2 additional dice, and in addition, the dice are of the next larger type.

Maneuverability: Ships used advances in hull and rudder designs. Figure as normal, but then add a +1 bonus.

Speed: Advances in hull design and sail configuration increased speed by 2 knots (20 feet)

Turn Rate: Advances in rudder and steering give each ship a +2 bonus to turn rate

AC: Thicker hulls give each ship a +2 bonus to AC

Weapons: More powerful cannon were in use. Change damages on cannons as given from d4s to d6s. Range increments were longer by 50 ft. The old names were no longer in use. Cannons were now referred to by their poundage. The amount of weapons carried also increased--on large vessels and above, increase weapons numbers by 50%. Note that this is an approximation for rules purposes, in actuality, the amount of guns they carried were staggering. Ships of the Line carried 60 guns or more!

DECKPLANS AND RECORD SHEETS

On the following pages, we present the deckplans for a common vessel, the Brigantine. The plans are gridded in 5-foot squares for use in combat. Permission to photocopy is granted, including blowing the scale up so that it may be used with miniatures.

Following the deck plans are blank record sheets for Ship and Crew.

BRIGANTINE
LARBOARD (PORT) PLAN

CAPTAIN'S CABIN

SHIP'S WHEEL

MIZZENMAST

QUARTERDECK

WEAPONS LOCKER

FOOD STORES

POWDER MAGAZINE

MAINMAST

GUN DECK

SHOT LOCKERS

MAIN HOLD

LOWER DECK

FORECASTLE (FO'C'SLE)

FOREMAST

COAL BIN

SICKBAY

FOOD STORES
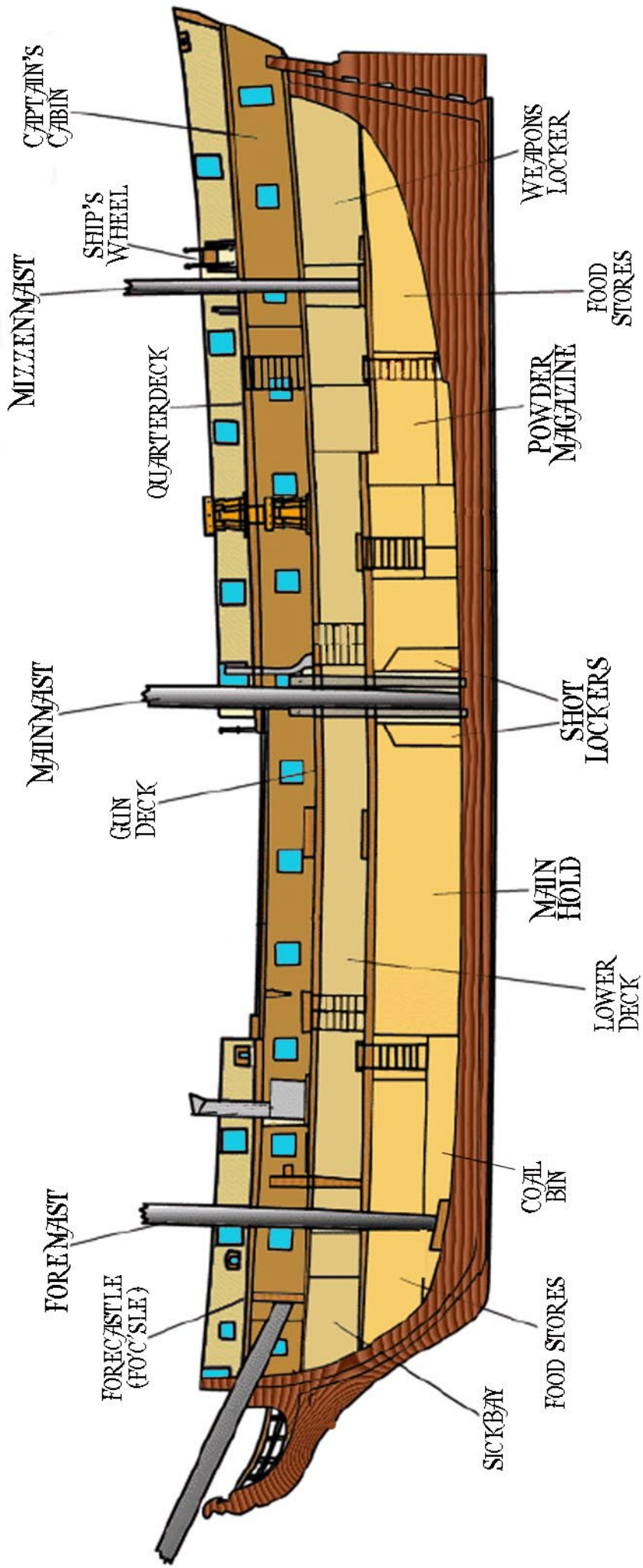
BRIGANTINE
FO'C'SLE AND QUARTERDECK

STERN LANTERNS

AFT CULVERINS

QUARTERDECK

WHEEL

MIZZENMAST

Down

CAPSTAN

MAINMAST

MAIN HATCH

SKID-BEAMS

Down

Down

Down

Down

FORECASTLE (FO'C'SLE)

FOREMAST

1 Square = 5 Feet

BRIGANTINE GUN DECK

1 Square = 5 Feet

CAPTAIN'S CABIN

STORAGE

RUDDER

QUARTER MASTER'S CABIN

MIZZENMAST

PILOT'S CABIN

Up

CAPSTAN

Down

PUMPS

CULVERINS

MAINMAST

MAIN HATCH

Up

Up

Down

GALLEY STOVE

FOREMAST

MANGER
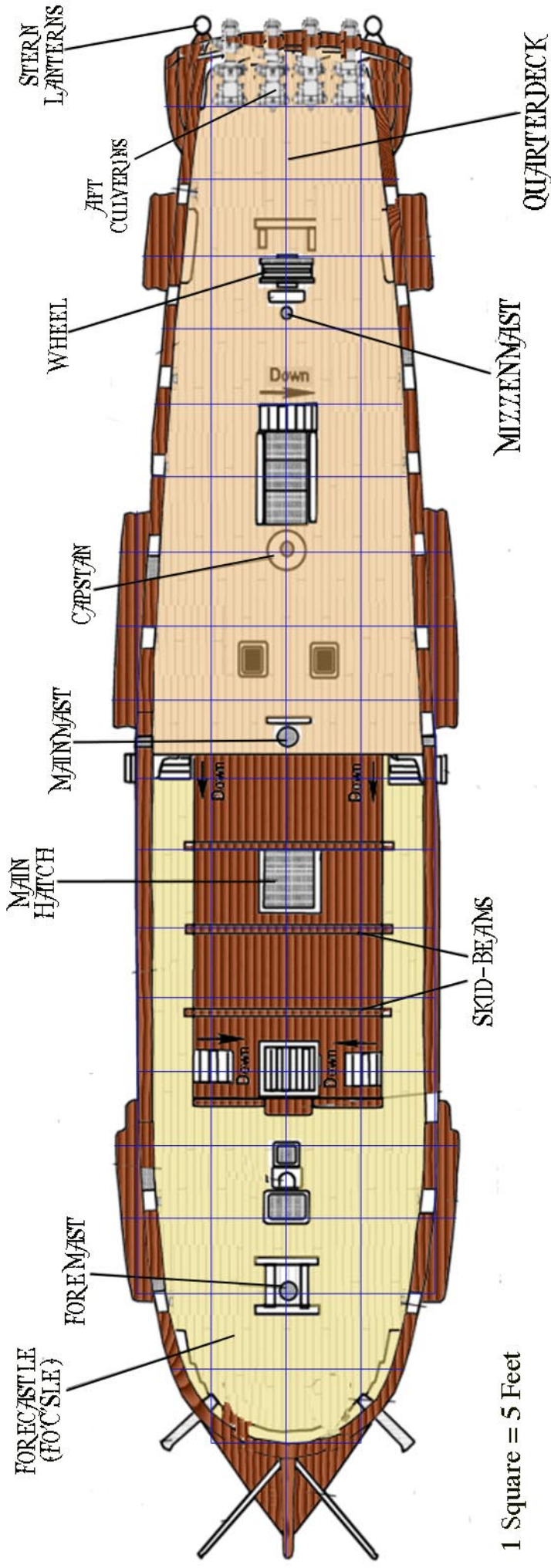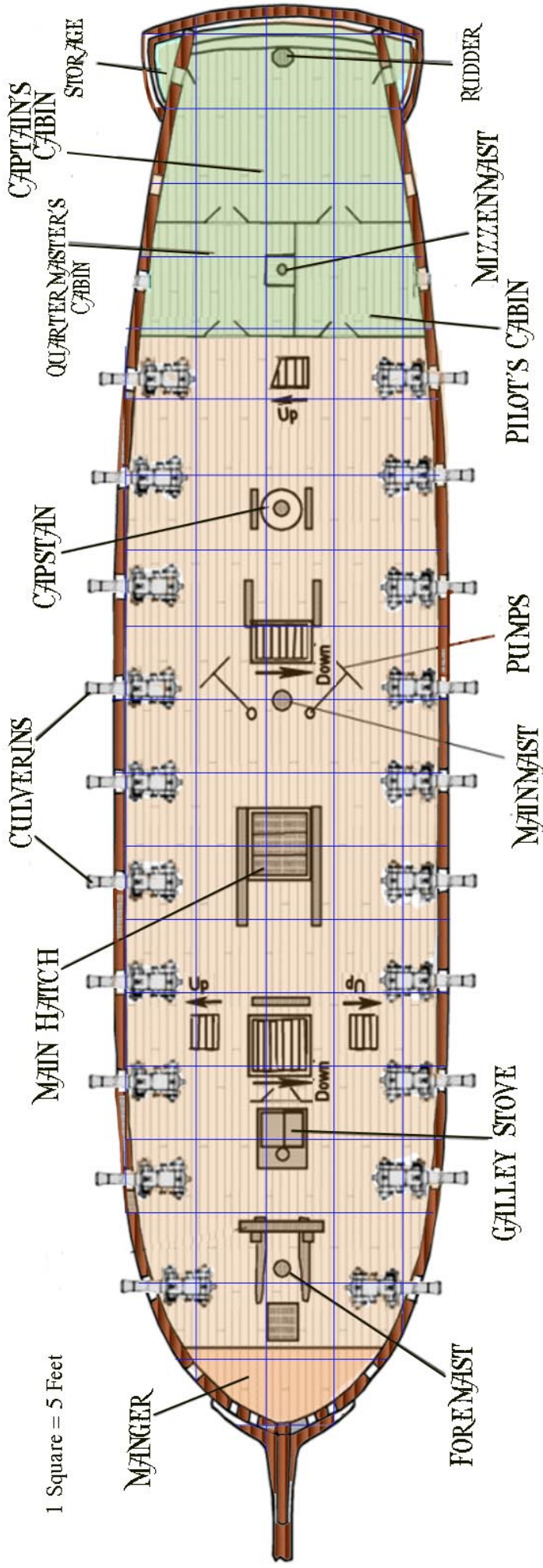
BRIGANTINE
LOWER DECK

1 Square = 5 Feet

MIZZENMAST

WEAPONS LOCKER

PANTRY

PASSENGER CABINS
(Sometimes used for Officers,
and can be cleared for
additional cargo storage)

PASSENGER CABINS
(Sometimes used for Officers
and can be cleared for
additional cargo storage)

MAINMAST

PUMP ROOM

Down

Up

MAIN HATCH

CREW BERTH

Up

Down

MEDICAL STORES

FOREMAST

SICKBAY
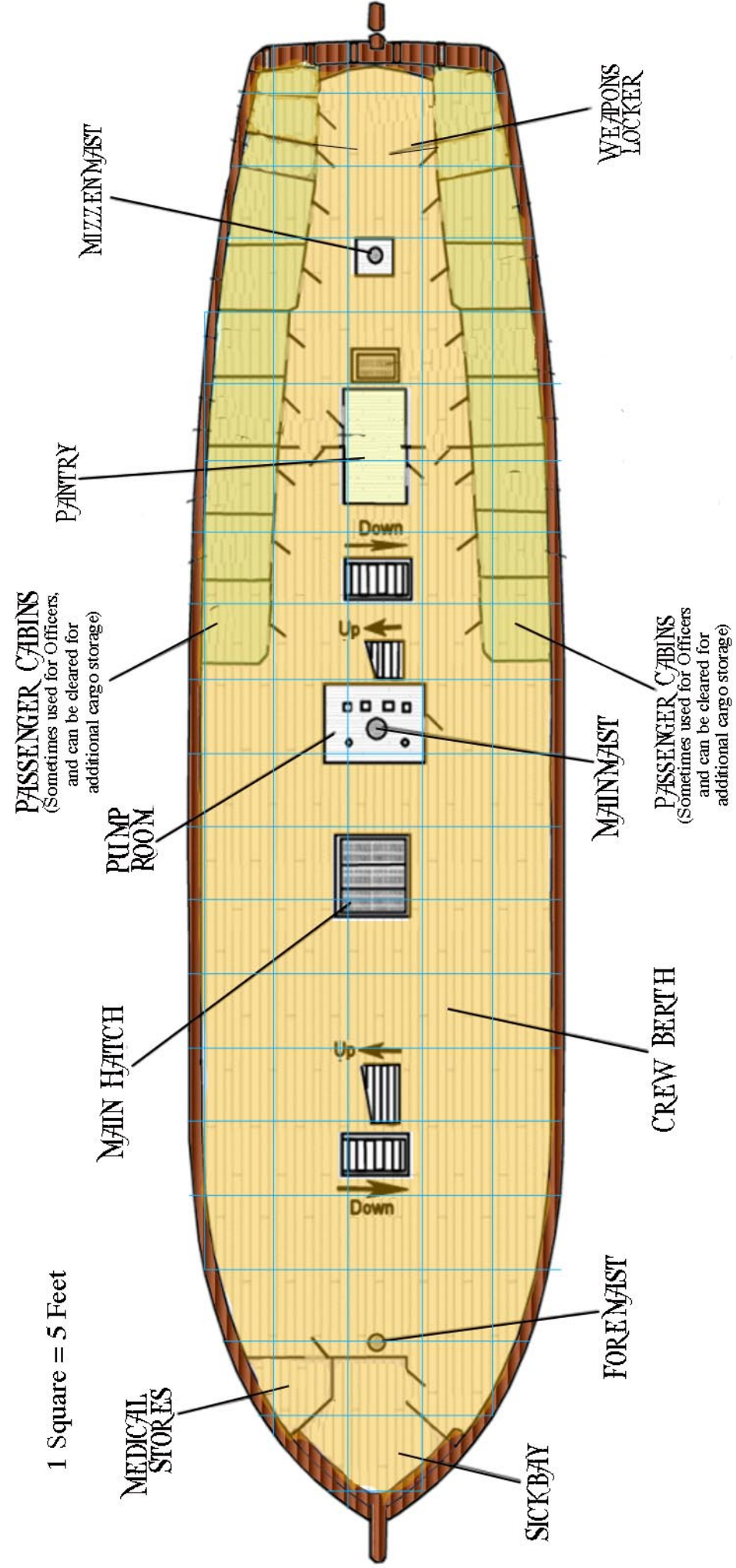
BRIGANTINE
HOLD, OR ORLOP DECK

FOOD STORES

POWDER MAGAZINE

PRIVATE STORAGE

WELL

MAINMAST

ORLOP PLATFORM

MIZZENMAST

FILLING ROOM

PRIVATE STORAGE

SHOT LOCKERS

MAIN HOLD

PRIVATE STORAGE

COAL BIN

BRIG

FOOD STORES

FOREMAST

Up

Down

Down

Up
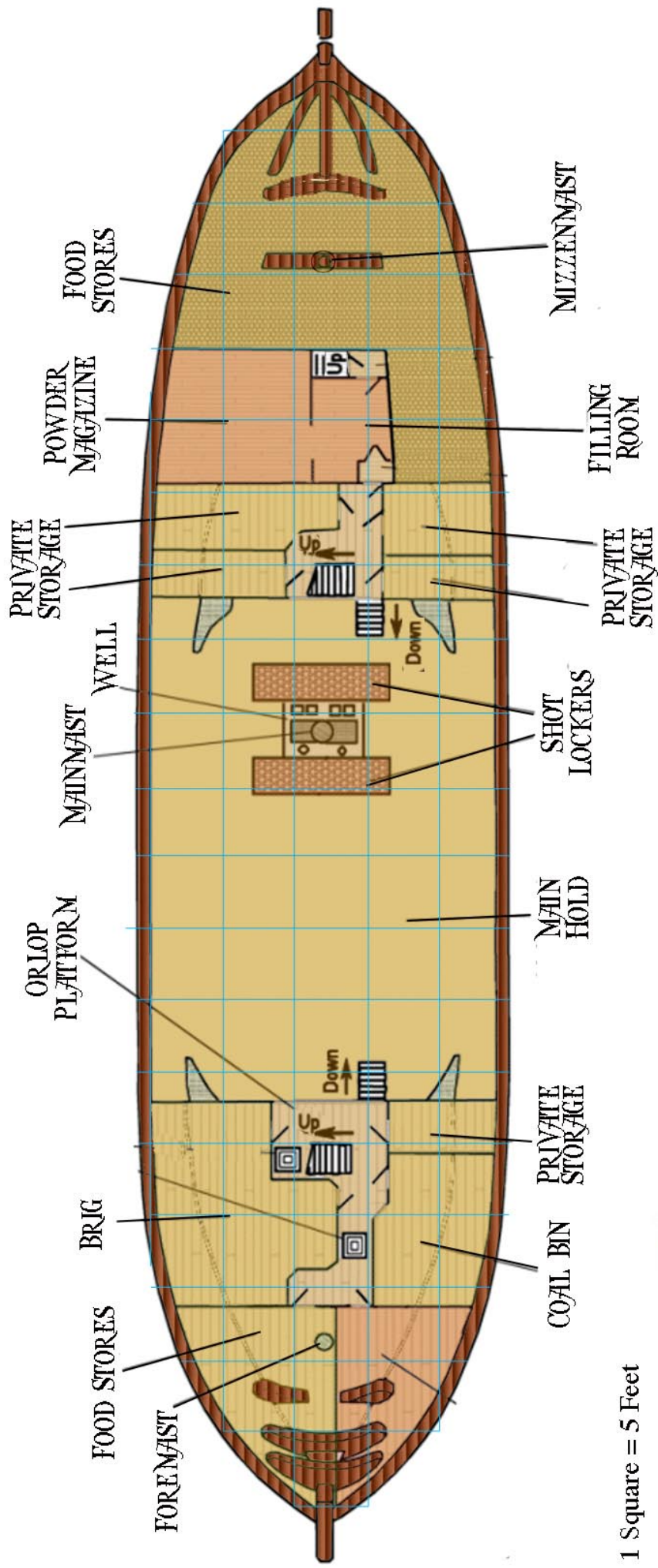
1 Square = 5 Feet

Ship Record Sheet

Name *(goes on stern):*
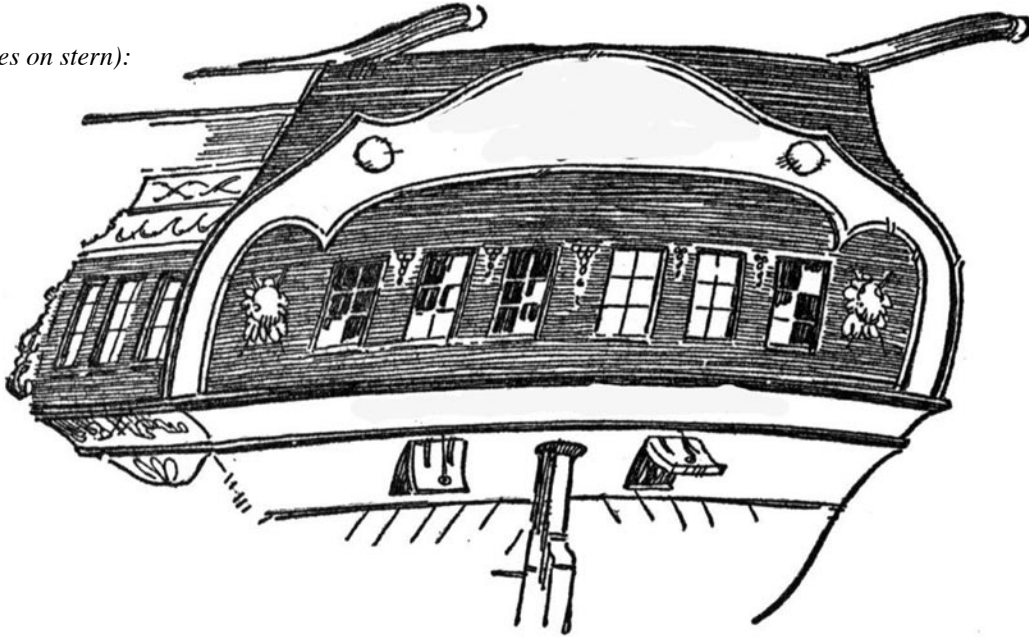
Type:

Draft:
Structure Points:

Hardness:
Maneuverability:
Speed:
Turn Rate:
AC:

Weapons Fore:

Weapons Aft:

Weapons Broadside:

Damage:

Special Qualities:

Crew:
Passengers:
Cargo:

Owner:

Captain:

Crew Roster

Ship:

Class:

Level:

Crew Size:

Crew Wounds:

Attacks:

Damage:

AC:

Saves: Fort:

Ref:

Will:

Seamanship:

Feats:

Crew Quality: