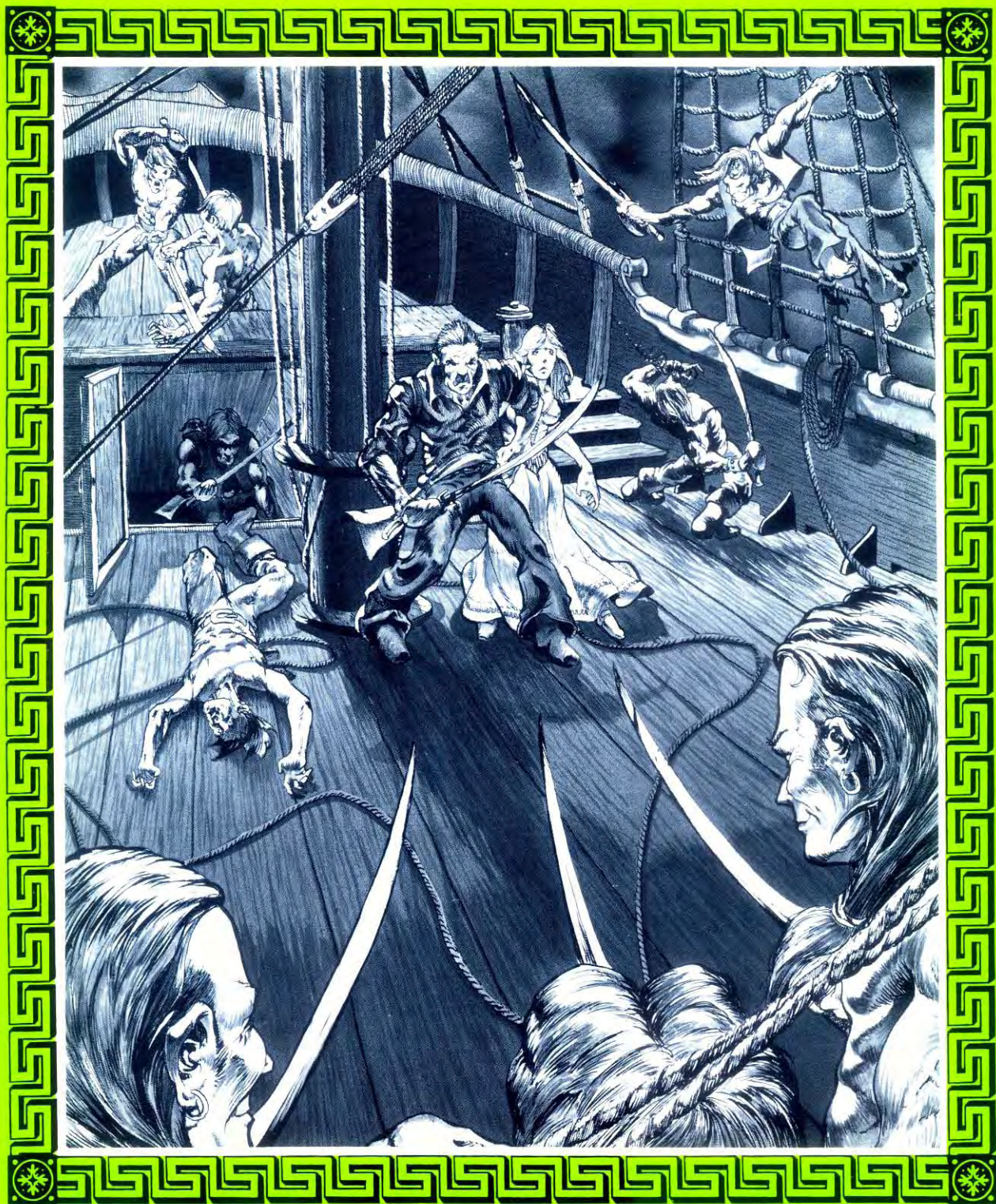


Thieves' Guild VI



Camelords, Ltd.



THE GUILDMASTER SPEAKS

Welcome to another issue of Thieves' Guild. As you may have noticed, this publication represents a radical departure from our previous publications -- it's a saddle stitched book, rather than loose-leaf, and it's got a glossy cover. Due to rising prices in the printing industry, we have had to dispense with the hole-punching to keep prices in line (48 page books will stay at \$5.95, and 64 pagers will be \$7.50), but we are retaining the interleavable page-numbering and the offset pages to allow for hole-punching. For those of you who wish to integrate this book into the previous 5-1/2 (remember "Prince of Thieves, '81"?), it is a simple matter to slit the book with a razor blade or X-acto knife along the fold line, and a hole punch costs, at last check, about \$1.00 at the local five'n'dime.

Another book will soon be available from Gamelords (and the retailers distributing their products) -- it's called "Lair of the Freebooters", and it's a rather complete pirate town, definitely suitable as a place to take pirate crews (developed here in TG6) for rest and recreation. It is not specifically part of the Thieves' Guild series, but it integrates well with the adventures in this book, and will be page numbered as part of Chapter 12.

Multitudes of other books in the TG series are planned as well. TG7 should see us nearly back on schedule, and TG8 will be out toward the end of the year. The FANTASY SYSTEM is proceeding apace, and will be out in late January to early February; Free City vol. 2, "Secrets of the Labyrinth", is in production, and will probably be out in early '83. Try to keep us advised of scenario ideas and rules expansions you'd like to see in TG, and we'll try to comply.

For those of you who'd like to see your stuff published in Thieves' Guild, we're always glad to take submissions. However. . . there are certain procedures we'd like you to follow --

1. Send us a synopsis of your scenario, as well as a sample of your writing (a short story, high school paper, etc.).
2. Please (please!!!) -- typewritten, double-spaced; we don't have the time to unravel the tangled skeins of handwriting (in fact, handwritten submissions will be junked, or returned - as below).
3. If you want your submission returned if it is not accepted, include a SASE (stamped, self-addressed envelope) of sufficient size to fit it.

If we decide to use your idea, you will be contacted, so include your phone number with your address. In most cases, the submitter of the idea will be the one to write it (provided he can write), and, wonder of wonders, he'll actually make some money out of it (Gamelords pays royalties to its authors and artists), and he'll get to see his (okay, already! her, as well - we like female authors just as well as male!) name in print as the author of part of a TG issue. That's something to work for!

That's all for this issue from the Guildmaster. Look for more gab, gossip, and garbage (as well as the occasional nugget of golden information) inside the front cover of TG7.

The Guildmaster

INDEX OF KEY ABBREVIATIONS

Throughout the Thieves' Guild series, certain abbreviations are commonly utilized. The meanings of these various abbreviations are summarized below.

AC - Armor Class: represents the protective value of armor, shielding, and skin
APP - Character's appearance rating
BT - Bit(s), a small iron coin; 10 BT = 1 CP
CDN, CO - Character's co-ordination rating
CP - Copper piece(s); 5 CP = 1 SP, or 50 CP = 1 GP
CSF - Clear Strike Figure: the die roll for an attacker which bypasses all defense, and strikes his opponent squarely
D (3D6, 1D8, etc.) - Number and type of dice to be thrown in the process of resolving a particular situation
DSC, DN - Character's discretion rating
EAC - Effective Armor Class: represents AC (armor class) plus the character's dodge ability
FRP - Fantasy Role-Playing
GM - GamesMaster: the referee or moderator of an FRP game
GP - Gold piece(s): 1 GP = approximately \$5 (1980's)
HACØ - Number that must be equaled or exceeded on the roll of a D20 in order to strike an unarmored foe successfully
HP - Hit Probability: the chances of successfully striking

HTK - Hits To Kill: the amount of damage a character can sustain before dying
IQ, INT - Character's intelligence rating
MA - Movement Allowance: number of hexes (normally 5') or squares that a character can move in one melee round
MAG, MG - Character's magnetism rating
MGR, MR - Character's magic resistance rating
mr - melee round: a 15 second time span used to regulate the flow of play
NPC - Non-Player Character: any character or being controlled by the GM rather than the players
REF, RF - Character's reflexes rating
SP - Silver piece(s); 10 SP = 1 GP
SR - Saving Roll: an attempt to accomplish a feat extraordinary; usually 2D12 against a particular requisite rating
SSF - Shield Strike Figure: the lowest die roll at which an attack succeeds in hitting one's opponent, but only upon the shield
STM, SM - Character's stamina rating
STR, ST - Character's strength rating
TAL, TL - Character's talent (magical ability) rating

Thieves' Guild VI

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first printing July 1982

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SCOURGE OF THE SEAWAYS

PIRATES IN ACTION

LIFE ON THE BOUNDING MAIN

One of the most fascinating aspects of the roguish existence is piracy - shipboard comradeship, the thrill of combat, buried treasure, and life in the pirate towns and hideouts that abound in any area where heavy sea traffic and commerce bring out the freebooters and the Brotherhood of the Red Coast. In these guidelines, piracy will be treated in a special manner, to allow players to bring their characters aboard ship for a series of adventures, or for a "short but full life". Most of the major aspects of the freebooters' trade will be covered, including outfitting a ship, crewing, sea movement and chase, and combat (including closing on the prey and suspense-filled boarding actions). Combat rules are set in a general format to allow both general as well as individual actions, and a simplified method of handling crew capabilities is given.

The rules in this book tend to emphasize the role-playing aspects of piracy and sailing far more than the technical aspects; as a result, these rules are nowhere near historically correct. For those who wish considerably more detail (and a lot more historicity) in the actual handling of the ships themselves, and much more complicated chase and combat mechanics, we recommend any of several fine games (all currently on the market) which do provide a good deal more detail in these areas than we are able:

- "Wooden Ships and Iron Men"
Avalon Hill Co., Baltimore, MD;
- "Bireme and Galley"
Fantasy Games Unlimited, Ithaca, NY;
- "Don't Give Up The Ship"
TSR, Lake Geneva, WI;
- "Beat to Quarters"
Command Perspectives, San Diego, CA.

There are many others which can be used, but these are the ones which we have used and with which we are familiar.

Economics in Piracy

The economics of trade is one aspect that should be thoroughly discussed to put piracy and freebooting into some reasonably understandable perspective. It is likely that the value of a cargo on a merchant ship (quite a number of which are described in the sailing encounters section of the scenarios, including their cargos and aggregate values) will seem excessive when taken at first glance - many cargos will be valued at sums ranging from 300,000 GP to 500,000 GP, with some of them exceeding 1,000,000 GP. (GM's Note: For the purposes of this game, a gold piece, abbreviated GP, is assumed to have a purchasing power equivalent to \$5.00 US, 1980; there are 10 silver pieces [SP] to a GP, and 5 copper pieces [CP] to a SP. Some countries and city-states use an additional coin, made from iron, called a bit [BT]; there are 10 bits to a CP, and it has a purchasing power equivalent to a penny.) However, one must remember that there are some fairly high expenses involved in owning, crewing, maintaining, and sailing a cargo vessel, and that, in many cases, the ship's owner and/or captain does not own the merchandise in his holds - he simply provides a means of transportation for the real owners (and charges well for this service).

If a merchant ship is to make a profit, either the captain must be relatively rich himself (in excess of the cost of the vessel - no small sum in itself) so that he can buy the types of merchandise that take his fancy (this means he must carry a good portion of this wealth in his ship with him), or he must carry cargo for others. The transport charges on a cargo valued at its original port of embarkation at 250,000 GP will be in the neighborhood of 25,000 GP (about 10%), if the voyage is scheduled to be of short duration; they will surely be correspondingly higher for longer trips (a rate of 50% of loaded value would not be unusual for an extremely long trip - a year or so - and the loaded value for a cargo on such a ship would likely be also quite high, perhaps as much as 2,000,000 GP). The expenses a ship's captain must pay for upkeep and crew on his ship are not low, particularly when the ship's captain/owner is also expected to provide supplies (food, water, etc., for the passengers and crew, as well as sail material, cordage, etc., for the ship herself) for as much as a year; in nearly all of these situations, the supplies must be paid for before they are delivered to the ship - chandlers are notoriously tight-fisted, and most of them seem to be of the firm opinion that any ship which sails out of their sight will never come back (and any money lent to supply such a ship has just sailed, permanently, over the horizon).

It is expected that a cargo will generally bring a net profit of 100% of loaded value for shorter voyages, and might bring 250% to 1000% net profit if sent to an area where it is truly in demand (such areas, however, are never right next door). Most merchant captains are provided with instructions (if acting as agents) to procure some commodity for the return voyage which will provide an equally handsome profit; if the captain is a principal, he gets to make the decision for himself, when he sees what is available at whatever port he sails to. Taking bulk ivory (or ivory objects d'art) to a country which has no elephants, and returning with a cargo of luxury items or non-perishable food-stuffs (such as spices) is an excellent way to turn a profit almost ridiculous in comparison to the investment made.

Many of these same costs apply to the captain or owner of the pirate ship which lurks the seas seeking to capture one of the merchants we have just outlined. He also must provide supplies for crew and ship, meet the costs of general ship's upkeep (careening, dockage, retarring, restraking, etc.), and, of course, make appropriate recompense to his crew - particularly when the latter have risked life and limb for whatever is loaded on the ship they have just taken.

To boot, a pirate captain will only get a fraction of the actual value of the cargo when he puts it up for sale. A return of about 25% of the cargo's manifest value is a reasonable price. The captured vessel may herself also bring a fair price, if sold in a port in which she is not known (of course, there is always the risk that a given ship will be recognized, and some one will wonder "whatever could have happened to that competent young Captain, name of Beefhanger, who used to sail her?"). Occasionally, a ship and her cargo can be sailed to a major seaport and sold on the "white" market, with the pirates assuming the guise of the merchant seamen they have replaced. In such an event,

they may realize a much greater percentage of their booty's value - but only at great risk, for a slip of the lip while carrying out such an impersonation can get a good pirate hung.

Given such circumstances, an individual pirate captain is not likely to become rich. Some rare figures do, but these are the lucky (or very skillful) ones who get a number of very rich cargos, or who get cargos containing lots of gold and gems. A captain of means will frequently either buy more ships or convert captured ships for use as corsairs, and gather more wealth and power - occasionally, they become very well known, and may eventually succeed in gaining some measure of civilized prominence (Sir Henry Morgan, of the Spanish Main, for instance). In most cases, however, life for a pirate is adventurous, lively, and very short, allowing for frequent debauches in which the profit of a year is spent in a week.

Getting Started in Piracy

To engage in piracy as a profession (or even as a one time fling) requires getting out on the seas, in an area where there is likely to be a fair amount of water traffic - this means either having a ship of one's own or finding one in need of fresh crew.

Players may check local shipyards, or the dock areas of major cities for ships which are for sale, or they can order one built (and wait around a year or so while she's constructed). Obtaining a ship in the first place is neither an easy nor a cheap proposition. Ships available will seldom be well fitted for piracy. If the ship is a merchant vessel, she will normally be too slow; if she is a swift-sailing smuggler or corsair style, she has likely been captured from other pirates, and will be in need of massive amounts of repair (due to battle damage), or, if in reasonable condition, was probably confiscated from smugglers, and will be under the eye of the local authorities. A good ship will tend to cost in excess of 100,000 GP as she sits; repairs, if necessary, and outfitting would be extra. Ships selling for much less than this amount are likely to be barely seaworthy, and purchasers may take their lives in their hands by setting sail. (GM's Note: There should be a percentage chance - high in the case of unscrupulous dealers - that any vessel purchased may have hidden defects; the buyers may receive saving rolls against IQ to find these defects. . . and perhaps haggle down the price accordingly - if they have the appropriate seagoing or builder's skills.)

Crew must be hired (or, in some cases, may merely be shanghaied), and some of them (the skilled people - sailing master, surgeon, first officer, master-at-arms, etc. - no ship can function well without) will require

certain amounts of money before they leave on the voyage (support for lovers or wives being left behind). The major expense for the crew is paid after the voyage has been successfully concluded - the shares one pays to each survivor (or the amount that goes to the heirs of the decedents). Basic supplies for crew and ship need to be procured for the voyage, and delivered for stowage. These are basic expenses, payable before each voyage, and GMs should enforce such expenses rigorously on players who do have their own ships, using price rates consistent with the money system in their own campaigns. Again, if players buy these items at bargain rates, the GM may wish to determine if the goods are of inferior quality (e.g., spoiled grain, sail canvas very susceptible to tearing) - if so, the players may not discover their problem until they are 500 miles from the nearest chandler. In most cases, the players will be signing on as crew (indeed, in most cases, as crew who are pretty low on the roster, since they do not have much in the way of experience with which to claim higher places - or higher numbers of shares). Crewmen will seldom require much more than basic equipment. Ways in which employment can be sought are outlined in the section on "Crewing".

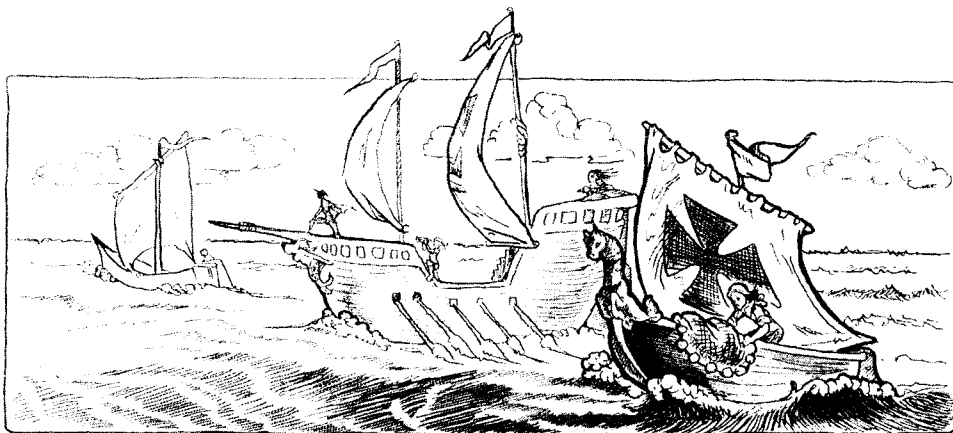
SHIP DESIGN

For those who decide to commission a ship from scratch, or to recondition an existing vessel, a ship design must be settled upon. The Thieves' Guild rules treat this as a relatively simple process, involving only a few steps: selection of a hull style; selection of the number of masts the ship will mount, and the number of sails carried on each mast; outfitting of on-board weaponry (ballistas, catapults, and the like); and selection of special features. Each of these steps will be discussed in greater detail below.

Hull Styles

For purposes of this game, all ocean-going sailing vessels can be categorized into one of five basic hull styles:

Heavy Cargo - a large ship with a very broad beam (width), in many cases a ratio of only 3 to 1, length to beam. This hull style is very stable even in the roughest weather, but slow in the best wind conditions; adaptable for rowing, but would require many banks of oars (four or five - e.g., a quadreme or quinquireme) - can be towed by her boats; will usually mount some sort of defensive capability (catapults of one type or another).



Light Cargo - a smaller version of the hull above, generally a ratio of 4 to 1, length to beam; it is not quite as stable in rough weather, but is a bit faster in most wind conditions than its heavier sister. This style is also adaptable for rowing, and would require fewer oar banks (trireme), and will be more easily towed by boats. Light cargo vessels will occasionally mount some defensive armament (light catapults).

Cruiser - the basic hull for most warships, with a relatively broad beam for a faster ship, usually a ratio of 4-1/2 or 5 to 1, length to beam; larger versions tend to be more stable in heavy weather, and slower, but can still develop a fair turn of speed with the proper wind conditions. Cruisers will carry more crew and have much less storage capacity than cargo ships, and are frequently adapted for rowers, with two (bireme) or three (trireme) banks of oars. They are usually well armed, with heavy ranged weapons (catapults of many types) and boarding equipment.

Corsair - the basic pirate vessel; with a slenderer hull, a ratio of 6 or 6-1/2 to 1, length to beam, this style is not well fitted to carry much below decks. The stability is low, but the ships are quite fast; they are occasionally adapted for rowers, usually only in a single bank. When outfitted as pirates, they generally carry ranged weapons (light catapults) and boarding equipment.

Smuggler - primarily a racing ship with a very slender hull, normally a ratio of 7 or 8 to 1, length to beam, they tend to be very unstable in heavy weather, but extremely speedy in most wind conditions. Frequently adapted for rowers, they will seldom carry more than a single bank. Such vessels are only occasionally fitted as pirate ships, and are usually only lightly armed (light catapults, and some boarding equipment).

The hull style of a ship will greatly affect her speed and the amount of damage she can sustain. Speeds given below are in a general "distance units per time unit" form (usually miles per hour for chase scales, sixty yards per two minute sailing round, or ten yards per 20 second combat round for closing scales), and represent the sea speed of the ship at full normal sail with the wind blowing from the ship's best point for sailing (usually the sternquarters) - this is discussed at more length below in the section on "The Chase".

SHIP STATISTICS

Wind Condition	Heavy Cargo	Light Cargo	Warrior Cruiser	Pirate Corsair	Racing Smuggler
Calm	0/ $\frac{1.1}{.2}$	0/ $\frac{1.3}{.2}$	0/ $\frac{1.4}{.2}$	0/ $\frac{1.5}{.2}$	0/ $\frac{1.6}{.3}$
Soft	1/ $\frac{1.0}{.1}$	2/ $\frac{1.2}{.2}$	3/ $\frac{1.4}{.2}$	3/ $\frac{1.4}{.2}$	4/ $\frac{1.5}{.2}$
Moderate	2/ $\frac{1.0}{.1}$	3/ $\frac{1.1}{.1}$	4/ $\frac{1.3}{.2}$	5/ $\frac{1.3}{.2}$	7/ $\frac{1.4}{.2}$
Brisk	4/ $\frac{1.0}{.05}$	5/ $\frac{1.0}{.1}$	6/ $\frac{1.1}{.1}$	8/ $\frac{1.1}{.1}$	10/ $\frac{1.2}{.1}$
Strong	7/ $\frac{0.9}{.05}$	8/ $\frac{0.9}{.05}$	10/ $\frac{1.0}{.05}$	12/ $\frac{1.0}{.05}$	14/ $\frac{1.0}{.1}$
Galeforce	$\frac{9}{5}/20\%$	$\frac{10}{5}/25\%$	$\frac{12}{5}/30\%$	$\frac{12}{4}/40\%$	$\frac{12}{3}/50\%$
Storm	1/ $\frac{15\%}{15\%}$	2/ $\frac{20\%}{20\%}$	1/ $\frac{30\%}{25\%}$	2/ $\frac{40\%}{30\%}$	4/ $\frac{50\%}{35\%}$
Damage	350p	250p	400p	175p	100p
Crew	$\frac{25}{60}$	$\frac{25}{50}$	$\frac{80}{240}$	$\frac{40}{80}$	$\frac{15}{35}$
Masts	3-5	2-4	2-4	2-3	1-2
Draw	12-18	10-15	11-18	9-13	7-11
Cargo	50	30	0	8	5
Cost (new)	180	120	250	130	90

Speed figures for "Calm" through "Strong" winds under the various types of hull are expressed in the following format:

$$\text{maximum sailing} / \frac{\text{rowing (for ships with oar banks)}}{\text{towing (for ships carrying boats)}}$$

These speeds can be modified by the abilities of the crew and the captain/sailing master (see the section on "The Chase" for these adjustments). Towing is seldom done on ships mounting oar banks, but is commonly used on sailed ships when the wind is dead or the ship has been dismasted or had her sails destroyed or rendered ineffective in some manner; the speeds given are the maximums attainable - no crew or officer adjustments are ever made.

On the "Galeforce" line, the higher sailing speed is the maximum speed attainable under this condition; the lower speed is the maximum safe speed - there is a chance of a ship capsizing if she exceeds the maximum safe speed (and capsized ships sink!) of 10% for each point of speed by which the safe speed is exceeded. The percentage figure represents the overall chance per hour that some mishap (man overboard, lots of water in the hold, etc. - capsizing is a bit extreme) will occur if rowers are used in this situation.

On the "Storm" line, the sailing "speed" indicated is the amount of drift suffered by a ship (in the storm's direction, of course) per hour. The first percentage is the overall chance of the ship capsizing or sinking during the storm; the second is the chance of other non-sinking mishap. (GM's Note: The first chance is rolled only once for the whole storm, not once a turn.)

The "Damage" line gives the number of points of damage (from catapulted rocks, fire, ballista bolts, etc. - smaller missiles like arrows inflict no damage to something as massive as a ship's hull) that a hull can sustain before it is completely destroyed. (GM's Note: A hull may become unseaworthy before this point is reached. See the section on "Ship-to-Ship Combat" for further details.) Ship's designers may choose to have the hulls of their ships reinforced. Reinforcing increases the amount of damage that can be sustained by one-fourth (at a rise in cost of 15%), but also results in a speed drop of 15%. (GM's Note: This adjustment is made before any crew or officer speed adjustments are applied.)

The "Crew" line lists two numbers. The top figure represents the minimum number of men needed to run the ship adequately, while the bottom number indicates the maximum number of crew that could be used effectively. A given ship may carry passengers up to 1/4 the maximum crew (except Cruisers, which seldom are equipped to carry passengers of any description). A light cargo vessel can carry up to 200 passengers/troops (in addition to crew) if no cargo, other than normal ship's supplies, is carried, a heavy cargo vessel up to 300.

The figures in the "Draw" line refer to the number of feet of water that the ship needs beneath it to avoid scraping bottom, effectively the minimum depth of water in which she can move; if the water depth is less than needed, the ship will either run aground (if the ship is moving slowly) or rip her keel out (if she is moving rapidly, and hits something like a coral reef). See the section on "Seamen's Tricks" for methods of refloating a grounded ship. The ship's draw will usually assume importance only when a ship is sailing into a harbor or river, or when she is passing over a reef; on the high seas, with anywhere from 50 to 1,000 fathoms of water under her keel, a ship is not likely to have problems with water depth. The two numbers represent the average draw for a smaller ship of this type and for a large ship of this type. A heavily laden vessel (one whose cargo capacity is three-quarters or more filled) draws more water, and will require a depth 50% greater than these base figures.

"Cargo" figures are expressed in terms of cargo units, a mythical volume/weight measurement used to describe the capacity of a ship for general cargo other than the necessary supplies (food, water, extra sails, extra cordage, etc.) for an extended voyage. Additional cargo capacity may be purchased at 2,000 GP per cargo unit; each additional 10% cargo capacity added to a ship will slow her by 5%. No ship may have her cargo capacity more than double the base capacity; this will slow her to 50% of her best original speed in any case.

"Cost" figures are expressed in 1,000s of GP, and refer to a new ship, basic construction only, fully rigged and sailed, with the minimum number of masts indicated on the "Masts" line (masts with sails can be added - up to the maximum - at an approximate cost of 20,000 GP each), but empty of supplies and crew. GMs may also use these figures to estimate costs for used ships - ships in good condition will command 65-80% of these prices; fair condition, 50-60%, and so on.

Masts and Sails

The numbers given on the "Masts" line in the chart above represent the bowsprit plus the normal number of major deck masts for a ship of the type indicated; a ship's sailing capacity is measured from these masts. Sails are the most commonly used means of motive power for a ship (oars are seldom used for voyages of any length, and there are only a verrrrry few magically powered ships in the known world). Consequently, sails are a prime target for attackers and defenders. A ship's speed is determined by the area of sail she has spread to catch the wind. The snip speeds in SHIP STATISTICS assume full normal sail. The standard prices assume 100 pts. of sail for bowsprits, 150 for foremasts, 180 for mainmasts, 160 for mizzens; these amounts can be increased, at a cost of 100 GP per point of sail capacity added, to maximums of 150 points for bowsprits, 200 for foremasts, 250 for mainmasts, and 220 for mizenmasts.

As a ship loses sail area through blow-outs (see below), her movement will diminish accordingly, by an amount equal to the percentage loss of sail area. For this purpose, percentage adjustments are always rounded to the nearest whole number.

Example:

A small cargo hull with three masts carries 600 points of sail area (further reading will explain how a ship's sails and sail area are calculated), and moves at 5 in a Brisk wind. Under attack by a pirate vessel, she loses 150 points of sails (25% of her sail area). The ship's maximum speed would be reduced by $.25 \times 5 = 1.25$, which would be rounded to 1, for a resultant speed of 4. If another 30 points of sail were lost, the speed would drop to 3 ($180 = 30\%$ of 620; $30\% \times 5 = 1.5$ - closest whole number is 2).

Many of the forms of attack detailed in the section on "Ship-to-Ship Combat" have the express purpose of destroying the opposition's sails, so the ship can be either outrun or captured. Sails may be destroyed either by firing them (some care is required by the piratical attackers here; most ships are given some sort of arcane fireproofing, but a fire out of control at sea is a dangerous thing - and can easily destroy the valuable cargo the pirates are striving for, and even the ship herself), or by shooting them full of holes so they no longer hold the wind - usually a strong breeze will blow ripped sails to tatters in a matter of seconds. The chart below gives the percentage chance that a given sail will "blow out" (becoming completely useless) after it has taken a certain amount of its total damage under various wind conditions. Rolls are made on this table whenever the sail damage first exceeds each of the percentage limits identified.

BLOW OUT CHANCES

Damage	Wind Speed							
	Calm	Soft	Mod.	Brisk	Strong	Gale	Storm	
0%	00	00	00	00	05	10	25	
15%	00	00	00	05	10	30	50	
30%	00	05	10	15	25	65	80	
45%	00	10	20	30	50	80	95	
60%	00	20	40	45	80	95	100	
75%	00	40	60	65	95	100	100	
90%	00	60	80	95	100	100	100	

Sails can be - and often are - "taken in" during storms and gales, to avoid blowouts. During tempestuous conditions such as these, any sail which remains out takes damage at the rate of 1 point per minute during Gale conditions, and 3 points per minute during Storm. It takes the same number of men to take in a sail as it does to remount it (see below), but only 1/3 the time indicated on the chart.

Almost all ships - except pure galleys - carry an extra set or two of sails (sails usually cost 2 GP per point of sail size); even if they are destroyed, a new set can be mounted, but it does take a good bit of time! The better the average ability of the crew, the more quickly these sails can be mounted; the less sails, or the smaller, that need to be remounted, the faster the job is done. The time is given in 2-minute sailing rounds (sr) and 20-second combat rounds (cr), and the number of men is the optimum crew to do the remounting - less will increase time necessary, of course, but more will not decrease the time, and, in fact, will probably increase it since too many men tend to get in each other's way. The full mast bonus applies only when a set of sails is being worked on the same mast, not for a single sailed mast.

SAIL REMOUNT TIME

Crew	3 men	5 men	8 men	12 men	Full Mast
	Small	Medium	Large	Great	
Quality	20p/45p	50p/90p	95p/130p	135p/up	
Green	24sr(72)	28sr(84)	32sr(96)	40sr(120)	+10%
Int'med.	20sr(54)	24sr(72)	28sr(84)	36sr(108)	-10%
Veteran	15sr(45)	18sr(54)	22sr(66)	28sr(84)	-25%
Elite	12sr(36)	15sr(45)	18sr(54)	24sr(72)	-35%

The number of sails on a mast will primarily depend on the technological level of the campaign society. In Earth's history, most vessels designed up to the early 1600's operated on the principle of one large sail per mast. At that time, as square rigging was introduced, sailmaking became more sophisticated, and the single sail was replaced by a number (anywhere from 2 to 7) of smaller ones (down to a minimum of 20 p). The "Ship Encounters" section of this book assumes that most of the vessels abroad at sea still fall into the former category, but that multi-sailed vessels have begun to make their appearance in some of the merchant-oriented island cultures. GMs designing vessels should match their ships to the general technological level of their own universe.

Rowing and Towing

As was mentioned before, some ships are equipped with oar banks, for propulsion when the wind dies or is too soft to propel the vessel. Most ships carry some form of ship's boats; these provide transportation when it is not feasible to use the ship, and some motive power when towing is necessary.

Few merchant ships use oars as a primary or even secondary means of propulsion - the number of rowers required drastically reduces the amount of hold space available for cargo or supplies; occasionally, however, one will mount an oar bank for use as emergency escape

route. Corsairs and smugglers frequently employ rowing as a secondary propulsion system, and cruisers will be occasionally fitted as galleys.

If a ship is fitted with sweeps, it will require one man to pull each oar (oars are mounted in banks, usually 20 to a side; half banks are used in some instances), and a half bank of oars, fully equipped (reinforced thole ports, plugs, and sweeps), will cost 2,000 GP. If a ship desires to use its rowing ability, it will require time to get ready; half an hour will be occupied in clearing the ports, unplugging them, and running out the oars, before the first stroke can be taken. A half bank of oars will allow the rowing speed given in SHIP STATISTICS; the speed is additive, and will increase per half-bank of oars added. Use of a half-bank of oars requires space equivalent to 2 cargo units; storage of same requires no cargo space at all.

Towing is accomplished by setting out the ship's boats (fully manned) with cables fastened from the ship to each of the boats; the men in the boats attempt to move the ship by rowing their boats (this does not always work). A ship's boat costs a base of 800 GP, plus 100 GP for each person it is capable of holding; this price includes all ancillary equipment, such as oars, rowing pins, etc. Boats are usually stored on the deck of their ship (upside down to prevent accumulation of water from spray and weather), and are lashed into position; a number of small boats may be stacked one on top of the other to conserve space. Regardless of the skill used in lashing boats to the deck or hatch they occupy, there are still chances for them to break loose and be washed overboard during storms; the chance is 15% base for each boat, with an additional 10% for each additional boat in a stack - if a stack breaks loose, all of the boats in that stack will be lost. The towing speeds given in SHIP STATISTICS can be attained for each 6 men in a boat, rowing; this speed is decreased by 1/3 if the wind is dead ahead or on the bows, or increased by 1/5 if it is dead astern or on the stern.

Major Weaponry

Catapults and ballistas constitute major weaponry on most ships; other weapons used by freebooter crews, cutlasses, swords, bows, etc., fall into the class of minor and personal weaponry. There are other types of equipment which could be considered major weaponry in addition to the artillery pieces; warships may mount ram-beaks and corvi in addition to their catapults and ballistas, and any ship desirous of attaching itself to another will usually carry grapples.

The mounted weapons must be firmly and solidly installed (usually on fore- and aft-decks) before they can be used; one of the simplest ways to mount a piece of artillery also aids in aiming it. A turntable (with locking pins along the edges) is built into the deck of the ship, and the catapult is mounted directly onto this turntable. Such construction should normally cost about 3,500 GP for light catapults and ballistas, and 5,000 GP for heavy. Major weapons themselves will run about 1,500-2,500 GP for light catapults and ballistas, and 2,500-3,500 GP for heavy; additional pieces may be purchased as replacement parts - catapult throwing arms run 500-750 GP and 800-1,200 GP for light and heavy, respectively, and load cups would cost 350-500 GP and 450-650 GP dependent on size; bow springs for ballistas should cost around 700-1,000 GP.

Ammunition for catapults is fairly cheap; ships may simply pick up rocks of the proper shape and weight along the seashore, or at a quarry or ruin; these rocks can function as ballast (helping to keep the ship on an even keel) until they are needed for combat. This form of ammunition can generally be recovered from target

ships when they are captured; misses, of course, sink like rocks into the sea. Ballista bolts are costly (compared to free rocks), about 8 GP for the light ones and 12-15 GP for the heavy bolts; they, however, can generally be recovered if the other ship is captured - there is only a 10% chance that a given bolt will fall off the ship it is stuck in. As with rocks, misses are lost forever.

Other equipment of use in shipboard combats can be found manufactured by the same people who produce the artillery, but, in some cases, there are a few special conditions attached to their use.

The bracing for a ram-beak must be built into the ship at the time of her construction; the beak is not something that can be added as afterthought - the ram, a large construction of tempered steel with a sharpened and piercing edge, would run about 1,200-1,500 GP, and the bracing to sustain it would add 2,000-2,500 GP to the cost of the ship. Few ships other than warships or commerce destroyers would wish to use a ram, since it tends to do massive damage beneath the waterline of the target ship when it hits, which will usually result in the sinking of the target. There is also little reason to install a ram-beak on any ship which is not equipped

Ship _____
 Captain _____
 (Type _____)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	_____	_____	_____	_____	_____	_____
Adjust:	_____	_____	_____	_____	_____	_____
Officers	Hull: _____	Speed: _____	Sail			
Capt. _____	Draw: _____	Turns: _____				
F. O. _____	M: _____		t: _____			
S. M. _____	M: _____		t: _____			
M.-A. _____	M: _____		t: _____			
Mage _____	M: _____		t: _____			
Charge- Rating	Petty Crew	PO Off.	MA Arty	SM Helm	PO Sail	PO Repr
GR	_____	_____	_____	_____	_____	_____
INT	_____	_____	_____	_____	_____	_____
VET	_____	_____	_____	_____	_____	_____
EL	_____	_____	_____	_____	_____	_____
Men	_____	_____	_____	_____	_____	_____
Points	_____	_____	_____	_____	_____	_____
Average	_____	_____	_____	_____	_____	_____
Adjust	_____	_____	_____	_____	_____	_____
Letter	_____	_____	_____	_____	_____	_____
SR Base	_____	_____	_____	_____	_____	_____
Ship's Weaponry:						
Catapult Ammo:						
Magical Ammo:						
Special Effects:						
Cargo:						
Passengers:						
Mage Spells:						

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for rowing, since there will be no way to extract it from the other ship's hull using sails alone; it's just not seemly to win a battle by ramming one's foe, then sink because his badly damaged ship drags one's own down with it. Despite a ram's weight, it does not slow the ship carrying it, since the provisions for its use have been designed into the basic hull structure of the ship; those ships mounting rams not installed at the time of their construction will suffer a 15% loss of speed due to unhandiness (the ship is not balanced), and a penalty of 10% of their hull damage points (the bracing necessary to sustain the ram at all would have to be cobbled up on the keelson and bows of the ship; such construction would considerably weaken the overall integrity of the hull).

Corvi (meaning crows' beaks) are boarding planks, about 10-15 feet long, with a grapple built into either end. These are mounted along the side of the attacking ship and are dropped when the sides of the two ships are touching. These constructions cost about 100 GP each, and function exactly as a grapple with respect to number required (see the section on "Seaborne Combat" for grappling and ungrappling techniques); once firmly attached, corvi are virtually impossible to detach quickly - however, it's a bit difficult to throw a corvus over the 10 or 20 yards frequently separating ships. Grapples are relatively inexpensive, about 10-15 GP each, and most ships which plan a career of freebooting would do well to carry a number of grapples far in excess of the number needed immediately; they are lost in amazing numbers on a corsair's voyages.

Special Effects

There are a number of ways to provide a certain amount of magical protection for the sails on one's ship. Frequently they are fireproofed, and occasionally they are given arcane strengthening to resist arrow rips. Rarely, the sails may be embedded with missile repulsion spells; occasionally, the helmsman's area on the aft-deck will be protected with these repulsion spells as well. These processes are, however, fairly expensive, so they are not done as a matter of course - generally, only a ship with a particularly valuable cargo will have all her sails protected. The effects of these protective measures, their costs, and their longevity (not great) are discussed in detail in the section on "The Arcane Connection".

CREWING

A sailing ship needs quite a few people working in co-operation to keep her afloat and on course. In the interests of simplicity, all the positions on the crew will not be detailed here. Suffice it to say that the ship needs at least the minimum crew listed for her hull type, and that hiring more than the maximum is usually foolish since it leads to overcrowding (with no increase in work efficiency), and provides much higher potential for disease and crew unrest. Petty officers (chiefs of the various ship's companies and the heads of the various details) should comprise 10-15% of the crew.

Crewmen

There are 4 general experience ratings for seamen. For purposes of determining the crew's skills at fighting or accomplishing other actions aboard the ship, each of the ratings is assigned a point value. The ratings are:

Green	Levels 1 to 2	2 points
Intermediate	Levels 3 to 5	4 points
Veteran	Levels 6 to 8	6 points
Elite	Levels 9 up	7 points

Most player characters will begin as Green seamen. If a character was born and raised in a port city, there is a 25% chance that he garnered enough at-sea experience before becoming an adventurer to be rated Intermediate as a crewman (if so, there is a further 10% chance that he was good enough to become a Veteran seaman). Note, however, that if a player character is assigned to a comat or shipboard detail for which he has appropriate training (a experienced fighter on boarding, a thief with bow training on Archery detail, a carpenter on Repair, etc.), he is rated, only for that category of activity, at his normal experience level as a thief, fighter, etc.

The chances for finding crewmen of these various experience ratings will vary with the size of the town and the area of the port in which one looks (it is highly unlikely that large numbers of seamen of any description will be found in a mountain town, or one in the middle of the desert, or a large farming area):

Class	General	Shang'd*	Seamens	Taverns
Green	01-50	01-85	01-10	01-20
Int'med.	51-75	86-95	11-60	21-70
Veteran	76-90	96-98	61-85	71-95
Elite	91-00	99-00	86-00	96-00

General refers to advertising or hiring booths set up in the general areas of the port.

Shang'd should be obvious - shanghaiing - bopping a man over the head and kidnapping him onto the ship; the victims usually wake up 50-100 miles out to sea. Those recruited by this method frequently will be totally Green non-seamen who have to be taught from puke and scratch (like withstanding seasickness, or the difference between fore and aft, or port and starboard). If a good portion of a ship's crew is made up of shanghaiing men, additional penalties will be applied to the general Morale Rating of the crew: if more than 2/3, -2.0; if more than 1/3, -1.0. This will reflect the general dissatisfaction of men who have been snatched from normal walks of life. (GM's Note The percentages given [marked *] apply if an individual is shanghaiing randomly. If it has first been established through talk or other method that the prospective victim is a sailor, the chances change to: Green 01-55, Int'med. 56-90, Veteran 91-98, Elite 99-00.)

Seamens refers to men hired from the local hiring hall found in most port towns. A fee is charged by the hall - 1 GP per man hired from the hall; however, men hired by this means are usually quite reliable.

Taverns means setting up drinks in the local bars for groups of seamen and offering jobs; a session of this method will cost 2010 GP for drinks, and those hired will generally be useless until the hangover wears off.

There is a chance (5% on General and 10% on Taverns) that a given man hired will have some kind of problem (a physical ailment, alcoholism, malcontent, etc.) that will affect his actual value to the ship and on the crew. The GM may wish to treat this man, depending on the seriousness of the affliction, as a lower grade of seaman (INT instead of VET), or as one who affects the general Morale of the rest of the crew, until a cure has been found for his problem. Additionally, it is possible for up to 205% of the (NPC members of the) crew to be female; these ladies of the sea are treated in all respects as are the other crew members.

In any of the above cases (except Shanghaiing), players may attempt to improve their chances of finding good experienced crewmen by offering bonuses in the

form of extra shares, prepayment (for the care of wives, etc.), or other emoluments. GMs must determine exactly what die roll adjustment a particular bonus offer should engender; however, no offer below 100 GP or two extra shares is likely to generate much interest among the more experienced men.

The following method is suggested for use in any general recruitment of crewmen by the players. The GM should determine how many seamen of each rating are in port and available at the moment. There are 020 seamen in a seaside village (up to 500 population), 5020 seamen in a small port town (1,200 to 1,800 population), 10020 in a mid-sized port (2,000 to 3,000 inhabitants), 20020 in a large port (4,000 to 8,000 people), and 40020 in a port city (6,000 to 15,000 population); of these men, 15% will be Green (but 2nd level), 50% are Intermediate, 20% of Veteran levels, and 15% Elite; these are experienced seamen (at least one trip on the briny). Different methods of crew recruitment will not only attract different grades of experienced seamen, but will affect the number of potential seamen who are attracted. The bases are: General - D8/day; Shang'd - no limit; Seamen - 4D10; Taverns - D6/session. These results should be modified by a factor for the size of the given population center: Village - 0.25; Port Town - 1.0; Medium Port - 2.0; Large Port - 3.0; City - 5.0. Additionally, there will be a number of men equal to half the number of experienced seamen available, who are completely Green but very eager (they have not yet experienced being green from the sea). Whenever a man is hired or interviewed, check off one from his general rating; if a rating is indicated and all of the men allotted to that rating have been accounted for, use the next lower rating with men still available.

It is, of course, unreasonable to assume that every man available in every port will be willing to

turn pirate if the price is right. In most instances, in fact, it is highly unlikely that an experienced seafarer would have any thoughts at all of steering such a course. There is a 5% chance that even a well disguised (including ship's papers, etc.) ship will be recognized as a corsair; the GM should alter these chances upward if the players are not careful in their deception. If the ship hiring is not a known pirate vessel, and poses as a merchant vessel of some sort (her master may have to accept some cargo assignments to keep up the deception - but that's just extra profit for the corsairs), the hiring chances are normal. If there are hints of "abnormality", the chances for given seamen hiring on depend on their knowledge of the ship's reputation; the word would spread about the town at a rapidly increasing rate: 1st day - 5% chance of knowledge, 2nd day - 15%, 3rd - 35%, 4th - 65%, 5th and after - 95%. Even if the rumors of the ship's unsavory occupation have reached the prospective sailors, there is still a 10% chance a given seaman does not care and will hire on anyway. If rumors of the ship's notoriety are flying through the town, the Captain will not be able to avail himself of the Seamen's Guild facilities for hiring. A check should also be made daily for local authorities hearing the rumors; if so, there probably will be some action taken against ship and crew.

Players seeking to hire on as crew can follow any of the above routes. We suggest that GMs place player characters on one of the three pirate vessels outlined in the section on "Ship Encounters": Impala, Captain Morghan Silver, Rapier, Garrett Parker, or Swift Wind, Tembal Pegleg.

Ships' Details

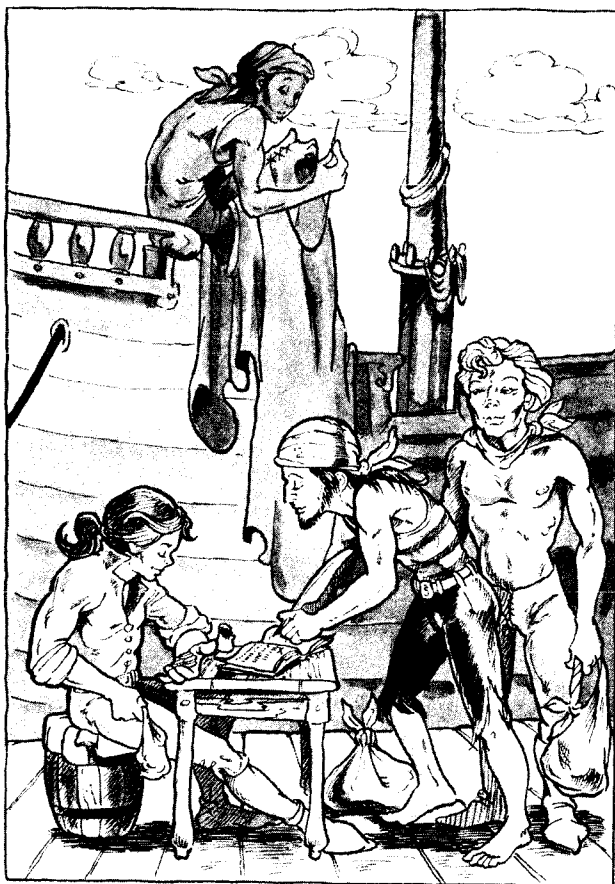
Once the ship has been crewed and is ready to set sail, the GM and the players should develop the general GIVE rating (from Green-Intermediate-Veteran-Elite) for the crew and the various details. A given crewman can be assigned to only one of the special details listed on the Ship Form. The functions of the various special details are:

Artillery - those crewmen charged with aiming and firing any catapults and/or ballistas kept on board. 3-4 crewmen must be assigned for each weapon in use; a vessel may wish to assign additional competent crew to this detail as replacements for men injured in combat. A player character with Complex Mechanics or Mathematics training can choose this detail and be rated at his normal experience level.

Archery - those crewmen assigned to provide bowfire during ranged assault. Player characters with weapon training in bow can choose this detail and be rated at normal experience level. Because long-time archer sailors have a certain ease and familiarity with the ship's masts and tops, they can be pressed into duty on the sail detail at a rating only one lower than normal (e.g., a Veteran archer would be Intermediate on sail).

Helm - those men who assist the Sailing Master during normal vessel operation. Men on this detail also command any tow boats used by the vessel in calm seas. If one of these men must step in because of death or injury, his rating decreases by one rank for each of the requisite skills he lacks (see the requirements for Sailing Master, below). All player characters assigned to this detail are considered Green.

Sail - those men charged with such maneuvers as trimming, taking in, remounting, or wetting sails, and general operation and maintenance of the ship's main motive power. They also man the ship's regular watches, and supply the crews for the ship's boats. Men on Sail detail will never work Repair, and vice versa.



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Repair - those crewmen charged with the maintenance of the below-decks portion of the ship, including patching holes, manning the pumps, preparing the ship for conversion to rowing, etc.

The individual rating value for each man on the overall crew or detail (the higher officers' ratings are not included in this; those of the petty officers assigned to each detail are) is summed, and the result divided by the number of active crew members, or men assigned to the detail, to obtain an average rating for the crew or detail.

GIVE Ranges Once the average overall rating has been determined for the crew or detail, it may be compared to the small table at the left to get the crew/detail's GIVE rating. The crew rating can be used for all purposes involving the general handling and sailing of the ship; separate GIVE ratings should be developed for each detail on the ship, to cover the functions that are handled by smaller portions of the crew (the catapult, bowfire, etc.).

Officers

If the players do have (or should happen to get) their own ship, there are a number of major crew positions that need to be filled with skilled and experienced personnel (the GM decides the competency of the officers on any non-player-owned ship upon which the players may sail as crew). The important crew positions are:

Captain - the chief of the ship, the man responsible for running the whole vessel, and, short of mutiny, the voice of absolute law. This position requires at least Navigation, Seamanship, and Captaincy; a solid knowledge of Mathematics is quite helpful, but not necessary. Few attain the status of Captain at a youthful age, unless they have bought a ship for personal use; proper fulfillment of the duties of the Captain requires many years of experience on the sea.

First Officer - the Captain's understudy, the First Officer's responsibility is to get the Captain's general orders carried out, and to provide liason between the captain and the other ship's officers. This position requires Seamanship and Captaincy at the very least, and both Mathematics and Navigation are helpful; more than anything else, a few years of experience with lower officer (or warrant officer) status on various ships is desirable.

Sailing Master - the one in charge of getting the ship to her various destinations. This position requires Navigation, Mathematics, and Seamanship at a minimum; Captaincy would be a desirable training also, but is not necessary. A Sailing Master will usually have a large collection of maps, charts, and rutters, and is frequently blessed with an (almost) encyclopedic knowledge of the various ports and their peculiarities.

Master-at-Arms - the man responsible for seeing that the orders given by the Captain, the First Officer, and the Sailing Master are carried out by the various crew members. A strong arm and a knowledge of men and how to work them (Leadership, high MAG) is of utmost importance; experience of this type is only gained in practice - functioning as mate to another Master-at-Arms is about the only sure way to attain it. On large ships, there may be a Chief Master-at-Arms, commanding other Masters-at-Arms under him.

Petty Officers - the men who fill the intermediate positions on the ship, between the officers and the

crew. Practical experience on the sea is the only requirement for these positions, and it is not uncommon to fill a low-level vacancy from among the crewmembers, sometimes even at the beginning of a voyage. Petty officers head the various details and work groups on the ship, and affect the overall efficiency rating of that detail.

If the players own their own ship, they may wish to fill the officer positions with their own characters. If the player-characters (or even the NPC officers) are not fully experienced (with the exception of the Captain; many ships have been successful with Green Captains - as long as the other officers were very good!), there are likely to be adverse morale effects on the crew - and an unhappy crew does not function at full efficiency. The table below gives modifications to the crew's overall rating caused by various levels of competency on the part of the ship's officers.

MORALE EFFECTS

Officer	Green	Inter.	Vet'n	Elite
Captain*	-1.25*	-0.50*	0.00	+0.25
First Officer	-1.00	-0.75	-0.10	+0.10
Sailing Master	-1.50	-0.90	-0.20	+0.05
Master-at-Arms	-1.00	-0.40	0.00	+0.10
Petty Officers†	-0.75	-0.30	0.00	+0.15

* - If the ratings for the other officers average at least Veteran, the Captain's morale effect at this rating is 0.00.

† - This bonus applies only to the detail to which the petty officer is assigned.

The morale effects above are cumulative and are applied to the crew's and/or detail's overall average (decimal number) GIVE rating. This may raise or drop the final GIVE rating for the crew in the process.

Shares

The men on a pirate ship are seldom "paid" any sort of regular salary; instead, they work on the ship for "shares", and for the room and board (a hammock swinging from one of the beams in the fo'c'sle or the tweendecks, and rum, lime juice, salt pork, salt beef, dry peas, weevily hardtack, and other such seafarers' delights) provided by the ship's owner and/or captain. Shares are paid at the end of a voyage, when the loot has been sold; the men receive their shares of the treasure at payoff, when the ship settles into a yard for a refit, etc. The different positions on the ship will receive different portions of the loot:

Owner	one-third
Captain	10
Major Officers	6
Petty Officers	4
Able seamen	2
Helpers	1
Deceased crewmembers	(*)

* = whatever shares were due

The ship's owner (whether he be the captain or someone else) receives a third of the treasure, off the top. The remainder is divided into a number of shares equal to the number totaled by the ship's company, and paid off to them. Each crewmember receives shares only for the battles in which he took part; if a new crewman joins the ship, he will receive shares in whatever loot is accumulated from that point, but not in loot which had been previously garnered. Monies which are due to deceased crewmembers are paid to their wives or other next-of-kin (if they can be located) or to the old seaman's home in whatever port the ship calls home. The

bookkeeping for this may be involved, but the sailors generally accept as right whatever they're paid (as long as it doesn't seem too paltry - and few captains are greedy or stupid enough to cheat their crewmen); it's safer than being paid after each raid or boarding, and having to worry about losing all the booty one has accumulated over the voyage. (GM's Note: It might be easier for the players to figure their shares based on 25% of the value of any looted treasure, at the time it is pillaged. This figure is the portion most likely to be realized as profit by all the members of the ship's company. Each player-character can figure the shares he has coming and keep track until the end of the voyage.)

SEABORNE ENCOUNTERS

Encounter Chances

Out on the high seas, there are four basic types of encounter (something that appears within sighting distance of the ship) the crew of a ship can have - land, natural, quarry, and hostile. The chances for having any encounter at all differ with the type of seaway; an encounter should be checked for about each hour of game time (since few ships are moving rapidly at night, make encounter checks at 4 hour intervals):

Seaway	None	Land	Natural	Quarry	Hostile
Uncharted	001-800	801-815	816-995	996-998	999-000
High Seas	001-850	851-860	861-985	986-997	998-000
Sea Lanes	001-880	881-882	883-955	956-984	985-000
Coastal	001-400	401-880	881-900	901-950	951-000

The various seaways are defined as:

Uncharted - distant waters which are unknown and for which the ship carries no charts or maps; seas very far away from those normally sailed.

High Seas - waters very far from charted lands; seas between the normal sea lanes and trade routes.

Sea Lanes - heavily traveled trade routes; these waters may be dotted with small islands or wind their way between many land masses.

Coastal - waters within 20 miles of a major land mass.

There are certain circumstances under which some of the results on the encounter table may be altered. If there are rumors of war in surrounding areas, for instance, or if pirate activity in the area has been particularly high, the incidence of "Hostile" will likely be much higher; likewise, if pirate activity is non-existent or very low, "Quarry" will be much more plentiful. The chart below gives the changes to the chart above for the circumstances cited.

Seaway	Rumors of War "Hostile"	High Pirate "Hostile"	Low Pirate "Quarry"
Uncharted*	001-005	001-005	001-015
High Seas	001-010	001-005	001-025
Sea Lanes	001-050	001-030	001-050
Coastal	001-150	001-100	001-200

(* - We realize that knowledge of these conditions in uncharted waters is very likely limited to the GM.)

The GM should determine direction to and distance from the pirate ship of any possible encounters before checking on the probability of sighting. For general direction, roll 1D12 - use the compass indicator below. Roll 3D8 for the distance of encounter from the pirate ship in miles; this will be used unless the distance is superseded by a limit in the encounter itself. If the encounter is land or natural, the GM may check the general description (an island, a volcano, a storm, a school of whales, etc.) on the table below; 'twould not be considered unreasonable for him to give players some

small warning of the encounter (a branch floating in the water, a smell of hot sulfur drifting on the wind - if it's blowing in the right direction, a freshening of the wind with just a hint of moisture, the blowing of many columns of spume on the horizon, etc.).

Land Encounters

(add 60 for coastal)

01- 03	Continental Coast
04- 07	Archipelago
08- 13	Atoll
14- 23	Large island
24- 40	Medium Island
41- 65	Small Island
66- 75	Islet
76- 90	Visible Reef/Shoal
91-100	Hidden Reef/Shoal
101-110	Seaside Cliffs
111-115	Rocky Shores
116-127	Heavy Slope/Shores
128-134	Light Slope/Shores
135-140	Cove or Inlet
141-146	River Mouth
147-155	Gentle Sand/Beach
156-160	Harbor/Fjord

Natural Encounters

01-02	Merpeople (2D3)
03-05	Herd of Whales (2D5)
06-09	Porpoises (2D4)
10-19	Sharks (1D4)
20-29	Seaweed Island (2D4)
30-33	Albatrosses (1D4)
34-41	Seagull Flock (1D4)
42-56	School of Large (1D3)
57-79	School of Small (1D3)
80	Sea-serpent (2D4)
81	Siren's Call
82-85	Becalmed
86-87	Phosphorescence (1D8)
88-90	Will'o'wisps
91-92	Waterspout (3D10)
93	Maelstrom (2D4)
94-95	Lightning (5D20)
96-97	Iceberg (3D4)
98	Volcano (3D10)
99-00	Hurricane (5D20)

If the players have purchased charts, the GM may wish to award chances of foreknowledge of the local land areas, based on the quality of the charts and the skill of the cartographer. If the charts cover the area in question (people have been known to buy bogus charts and maps), it is suggested that there be a chance of

20 + (5 per skill level of chartmaker)%

for over-the-counter charts; add 15% if the chart is specially commissioned.

Sighting

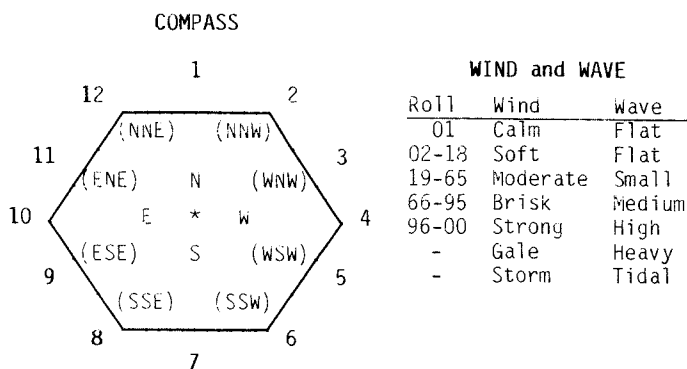
Whenever a privateer or corsair is at sea, she'll usually be looking for commerce to raid, and will tend to have one or more crewmen assigned to watch, scanning the horizon for anything of interest. At exact sea level, the horizon for a normal man is approximately 11 miles; in the crow's nest, 40' to 60' up the mast, the horizon can stretch to nearly 40 miles (however, it is very difficult to distinguish any object, even a huge one like a ship, further away than 20 miles; distance blurs details considerably - at more than 20 miles, everything seems to become blue). At night, however, lights can be seen for incredible distances, although such distances cannot be judged readily (if at all).

If no one is in the nest, it is unlikely that any encounter more than 8 miles distant will be sighted. If the crow's nest is occupied by a watcher, any encounters within 15 miles will likely be sighted; should this watcher be equipped with a spyglass, telescope, or some arcane means of vision amplification, the GM should allow all encounters within 25 miles to be sighted. Islands and other massive objects (such as fog banks, etc.) should be sightable within the limits of the horizon (up to 50 miles possibly). Storms and other atmospheric phenomena may be sighted at distances up to 150 miles.

The ranges given above apply only in clear weather during the daylight hours. Inclement weather conditions in the immediate vicinity of the ship may curtail these sighting ranges. Cloudy or overcast weather will reduce the visibility ranges to 2/3 of normal, rain or drizzle will reduce it to about 1/4 normal, and fog will make sighting at much over 1/2 mile a virtual impossibility (a range that may decrease substantially if the fog is at all thick).

Once a sighting has been made, the GM should determine the exact description of the encounter. If it is land, the players may be told that land has been sighted in such a direction (if the ship is sailing along a coast, this is unnecessary, but the general terrain description should be given - after all, the ship is within 20 miles of the coast at this point); if it is a natural encounter, the GM may wish to give the players some small indication of the encounter if it is distant (even a herd of whales is hard to identify at anything over 10 miles), and add more description as the ship draws closer (if it does).

If the encounter is a ship, the GM should simply tell players that sail has been sighted. Determination of a probable merchant ship's location should send the pirate craft flying in swift pursuit. It is not assumed that all sightings will occur simultaneously; quarry may sight corsair at appreciably the same time corsair sights quarry, or either may fail to sight the other. Lookout duty and sightings are the responsibility of the Sail detail, and the chances of missing a sighting are related to the GIVE rating of that detail: Elite - 5%, Veteran - 10%, Int'med. - 20%, Green - 35%. The GM should check for both ships' Sail details when there is possibility of a double sighting. If both ships fail to sight, use the same encounter for the next hourly check unless the two have sailed completely out of sight of each other.



Direction of the wind should be determined, using the compass (see the indicator above left), as well as wind speed (see the table above right). These will help decide the speed of the pirate ship at the start of its chase, as well as the speed of its quarry. The current direction of the quarry should be determined; a ship will attempt to sail as closely toward its specific destination as direction of the wind allows. If, for instance, a ship is sailing generally to the east, and the winds are blowing to the north, the ship will tend to be heading ENE, to take advantage of one of her best points of sailing; if she is sailing generally south, and the wind is blowing WNW, she'd likely be sailing SSW in a leisurely fashion or WSW at a more rapid clip. Known land masses in the area will also influence the direction of sailing. The GM should assume that wind and weather conditions will hold the same for a radius of approximately 50 miles around the pirate vessel.

Land Encounters

Land encounters fall into two classes, those which occur when known land is in close proximity (coastal), and those where no land is known to be in proximity. When rolling (D100) for a land encounter, if land (a continental coastline, an island, etc.) is in close proximity (within a few miles), add 60 to the roll. GMs are encouraged to interpolate and extrapolate the various rolls on this table to create the continents and other land masses of a oceanic area and their

coastlines, if they so desire; it is suggested that this method only be used, however, when ships are sailing in "uncharted" waters. If a coastal terrain should be rolled (as opposed to the smaller islands and "reefs and shoals" rolls, which overlap both sea and coastal sections), that terrain will continue until superceded by another description; if a river or harbor mouth, or cove or inlet, should occur in the middle of a type of coastal terrain, the terrain will resume after the break.

THE LAND ENCOUNTERS

01-03 Continental coastline

If there is already a continent or other large land mass in the general area of the encounter, the GM should use that, and simply extend the sighting range to conform (continents can be seen one hell of a long way away). The point sighted on a continental coastline may be a cape, a promontory, or simply the normal coastline. The continent's major dimension will extend $2D4 * 1000 + 1D10 * 100$ miles (direction is 1D12 on the compass) and $2D10 * 5\%$ of that in the minor dimension (perpendicular on the compass). In the local area, it will run in a given direction for 1D6D6 miles, and will then turn; this pattern may be followed in subsequent determination of its course - it is possible that the coastline may rapidly approach the ship's course, or draw away. The general outline of the continent should be decided and adhered to. If the ship moves to within 5 miles of the coast, begin to add 60 to the die roll.

04-07 Archipelago

The archipelago will either (01-35) tend to run straight in a given direction (roll D12 on the compass) or (36-00) curve gently (roll D12 on the compass, roll D6 - 1-3 = curve left, 4-6 = curve right); there will be 1D6 twists or turns (always tending to return to the major direction). It will consist of 1D6 atolls, 2D6 large islands, 2D8 medium islands, 2D8 small islands, and 1D100 islets; the individual sizes of these may be determined using the sections below. Since archipelagos are usually the tops of undersea mountain ranges, the entire archipelago will extend a distance equal to the diameters of the large islands and atolls plus 2 miles for each medium or small island and 1 mile for each islet.

08-13 Atoll (island chain around lagoon)

An atoll is frequently formed by an eroded or blown off mountain top; it will be $2D6 * 2D5$ miles in diameter, and will consist of a large island (65% chance), 2D3 medium islands, 2D4 small islands, and 2D8 islets. There is always a reef formed around the atoll, protecting the lagoon, and there is a 40% chance of a break in the reef large enough to sail a ship through.

14-23 Large island

A large island may be very large (as a single island) or relatively large (if part of a chain). Any islands generated by this and the following sizes are not perfectly round - the measurements given below are the major dimension (locate direction as above), and the minor dimension is $2D5 * 10\%$ of the major in length. The table below can be used for the sizes of all islands; " * " indicates multiplication.

There is a chance equal to $(100 - \text{diameter})\%$ that any island will be surrounded by a reef, unless it is part of an atoll (already reefed) or an archipelago (35% chance of the whole archipelago being reefed); if so, the reef will follow the island's coastline at a distance of $1D6 / 2$ miles, and the chance that there are (square root of the diameter) breaks in the reef is (square root of the diameter) x 5%.

24-40 Medium island

41-65 Small island

66-75 Islet

ISLAND SIZES

Size Roll	Single Large	Chain Large	Medium	Small	Islet
2D10*2D10	01-04.M				01-10.Y
2D10*2D8	05-12.M				11-25.Y
2D8*2D8	13-24.M		01-30.T		26-40.Y
2D8*2D6	25-40.M		31-55.T		41-55.Y
2D6*2D6	41-60.M		56-65.T	01-10.T	56-65.Y
2D6*2D5	61-76.M		66-75.T	11-20.T	66-75.Y
2D5*2D5	77-88.M			21-35.T	76-80.Y
2D5*2D4	89-96.M	01-05.M		36-50.T	
2D4*2D4	97-00.M	06-15.M		51-65.T	
2D4*2D3		16-30.M		66-80.T	
2D3*2D3		31-50.M		81-90.T	81-85.T
2D3*2D2		51-80.M	76-85.M	91-00.T	86-90.T
2D2*2D2		81-00.M	86-00.M		91-00.T

M = miles; T = tenths of miles; Y = yards

76-90 Visible reef or shoals

A line of breakers and the pounding of surf indicate the presence of (01-40) a reef or (41-00) shoals (an area which is very shallow). If a reef, it will extend for 2D8 miles (D12 on the compass for direction), and there is a 25% chance each mile that it will turn (roll D6, 1-3 = left, 4-6 = right; roll D20, 1-6 = 30°, 7-11 = 60°, 12-15 = 90°, 16-18 = 120°, 19-20 = 150°). If shoals, the phenomenon will cover an area:

(out at sea) 2D6*2D6 square miles
(near shore) 2D3*2D3 square miles

The major dimension of the area is the larger of the two rolls. If a ship hits an encountered obstruction (which will be at a depth of 2D3 feet), she will ground herself (on shoals and 35% of the reefs) or rip out her keel and sink (the other 65% of the reefs).

91-100 Hidden reef or shoals

This is the same phenomenon as above but the tide has risen and is covering it to a depth of 2D6 + 2D3 feet (the tides run about 2 to 12 feet). The same conditions apply if a ship hits the obstruction, and draws too much water to clear it.

101-110 Seaside cliffs

A line of cliffs, varying from 75° to 120°, runs along the shore. The height will also vary but starts at 3D20*10'. The GM should check approximately each mile for height variation; roll D10, 1-3 = drop, 4-7 = stays same, n8-10 = climb - in each case, 1D6*10' variation. Angular variation of the cliff is at the whim of the GM. The cliffs can be of various materials (roll d100 on the small chart to the right), and there is a chance (35%) if the cliffs are chalk that there will be a large bed of flint nodules at some point along the length of the cliff line.

111-115 Rocky shores

The shoreline is very rocky, with sharp spurs and crags of rock sticking up (and out) all over. Such shores may only be approached by small boat. If there is high wind, brisk or rougher, and the shore is not protected (with the wind blowing from the land, rather than toward it), it will be unapproachable due to heavy surf. If the length exceeds 20 miles or so, there is a 15% chance of a village somewhere along the shore.

116-127 Heavily sloped shores

The shoreline slopes at angles of 30° to 60° up from the sea. It is both landable and climbable. If the length of terrain exceeds 20 miles or so, there is a 25% chance of a village somewhere along the shore.

128-134 Lightly sloped shores

The shoreline slopes at angles of 0° to 30° up from the sea. The area is very likely settled (75%), and here is a 50% chance of a village each 15 miles of length.

135-140 Cove or inlet

A small cove or inlet, 1D6 / 2 miles deep, breaks the prevailing terrain. The cove has 3D8' water depth, and can usually provide some sort of reasonably safe anchorage. There is a 40% chance that there is a village or small town located in the inlet.

141-146 River mouth

A river mouth outpours through the prevailing terrain. There is a 15% chance of a delta, an area of built-up river carried dirt, overgrown with reeds and cattails and other vegetation, and cut into numerous small swampy islands by the outflow. If there is a delta, the delta is 3D8 / 2 miles wide, and the river mouth that feeds it is 2D6 / 2 miles wide with a depth of 2D10'; otherwise, the river mouth is 1D8 / 2 miles wide, and 4D8' deep. There is a 10% chance of a city near the mouth of the river; if there is no city, there is a 65% chance of a village or town.

147-155 Gentle sandy beaches

Gently sloping beaches line the shore; the gentle slope (5° to 15°) will continue 1D4 / 2 miles out to sea, making it hazardous for ships to approach the shore closely. Depth will shoal out rapidly, with a maximum of 2D3 feet at 1/4 mile out.

156-160 Harbor or fjord mouth

A deep indentation (1D6 / 2 miles wide and 3D8 miles deep) in the prevailing terrain frequently (65%) leads to a small town or village. The water depth in the area is 6D10', and the entire fjord or harbor should be treated as heavily sloped shores.

NATURAL ENCOUNTERS

Natural encounters involve both the creatures and the forces of nature. The GM may roll (D100) or may select an encounter possibility from the list below. Remember, however, that things like volcanos and storms are uncommon occurrences. The sighting distance is the range at which the encounter appears. A listing of the various creatures listed in the encounters follows this section.

There are a number of encounters below involving omens or superstitions of one sort or another. The GM may wish to check to see if the crew generally knows and/or believes in the omens of the given situation; chances depend on the overall experience of the crew:

Elite - 95% chance of knowledge, 65% belief
 Veteran - 85% chance of knowledge, 75% belief
 Intermediate - 50% chance of knowledge, 65% belief
 Green - 35% chance of knowledge, 50% belief

If the crew should disbelieve, it will usually be in the case of the good omen (Murphy's Law).

THE NATURAL ENCOUNTERS

01-02 Merpeople

Sighting Distance: 2D3 miles

A group of 2D3 merpeople are seen, swimming on the surface. They are headed (01-25) toward the ship, (26-75) parallel to the ship, (76-00) away from the ship. There is a 35% chance, if they are headed toward the ship, that they will have valuable information or merchandise to trade. If pursued, there is a 50% chance they will respond in a friendly manner, providing some information (for a price - see Merhouse on the Web in "Lair of the Freebooters") about other local natural and land features; otherwise they will submerge and flee. The merpeople are swift swimmers, and can usually make up to speed 20 for short periods of time; out of the water (they will occasionally come on ships), they are slow-moving and seem to be very tired and weak.

03-05 Herd of whales

Sighting Distance: 205 miles

A herd of (roll D100: 01-50, Sperm; 51-80, Blue; 81-00, Grey) whales is spotted. There are a total of 308 whales in the herd, 20% bulls, 50% cows, and the rest (30%) young. The herd can move at speed 12, but there will be calves left behind (maximum speed 8). At sighting time, the herd will be loafing along at about speed 5, probably feeding. If the ship sails into the herd, there will be no trouble unless one of the calves is attacked; if such trouble arises, there is great likelihood that the ship will be rammed by one or more of the whales (a bull whale is capable of delivering a blow to the side of a ship for 10D10 of hull damage), and sunk.

06-09 School of porpoises

Sighting Distance: 204 miles

A school of 2020 porpoises nears the ship. If these creatures enter the same hex the ship occupies (35% chance they will head toward the ship, otherwise they must be intercepted), it is considered a good luck omen for the ship, and will provide two benefits over the next 48 hours: a bonus of .50 to the GIVE average of the crew and all details, and any 001-050 result on the encounter table will become "Quarry" rather than "None". If a seaman should fall overboard while the porpoises are pacing the ship, they will rescue him. Porpoises can move at speed 24, but will be moving at a leisurely pace of about 8 when encountered. If any porpoises are killed (by crewmen, not by other sea creatures), this will become a bad omen: a penalty of .50 to the GIVE rating, and 001-050 will become "Hostile" encounters. (**Note:** The crewman responsible for this act is likely to be flayed within an inch of his life, if he is not killed outright by an outraged fellow crewman.)

10-19 Sharks

Sighting Distance: 104 miles

Sharks are attracted to the ship and follow it for a period of 2D12 hours. During that time, they will swim in the same hex the ship occupies, but may be originally sighted at a short distance. There will be:

- 01-15 1 giant great white
- 16-45 2D4 large tiger sharks
- 46-80 3D6 medium mako sharks
- 81-98 3D10 small blue sharks
- 99-00 roll twice

Sharks are feared and hated by seamen, and there will be a drop of .25 in the GIVE average of the crew and all details while the sharks are trailing. Sharks can move at speed 20, and can swim at great depths. There is a 65% chance that they will attack any man or small craft in the water around them, swimming at a depth of 1D6 - 2 feet when so doing. There is a 25% chance that a school of porpoises will be attracted by the sharks, and will drive them off; this will occur after 2D4 hours, but this school of porpoises will not count as a good luck omen, as above. If sharks are fired upon using bows, apply a penalty of 1 to HP for each foot of depth at which the shark is swimming in the water; when not attacking (see above), they will tend to be at depths of 4D5 feet - unless they are feeding, when they will be found at depths of 1D8 - 3 feet. If a shark is wounded when other sharks are around, there is an 85% chance that his fellows will turn on him.

20-29 Seaweed island

Sighting Distance: 204 miles

A large pad of seaweed is sighted (it appears to be a darker spot on the surface of the sea). It covers an area the size of (01-25) a small island or (26-00) an islet (use the island chart above), and may be comprised of one or more of six various types of weed. (**Note:** From distances inside 1 mile, any Naturalist with at-sea experience should have about an 80% chance to identify the type of weed encountered.)

01-30 Sargasso

Sargasso is a thick heavy, usually brownish weed that grows in very large islands, laced with many passages of open water. Each major passage formed by the weed has a 35% chance of dead ending, and will branch off into minor passages at 2D4 - 2 points along its length; there is a 35% chance that a minor passage will branch at one point along its length. Major passages will run completely through the pad if they do not dead end; minor passages will run 3D6 * 100 yards in length.

The portions of the pad are very heavy, and are nearly impossible to move intentionally. However, passage of a very large object (such as a ship) may cause the sides of open water ways to swing together behind it (85% chance). If a ship becomes surrounded by weed in this way (it is at a dead end, and there are no available minor passages), it is thoroughly trapped, since the vine is very thick and resists cutting, even by the sharpest of edges; only edged weapons of +2 sharpness or better do damage to it, and this would be an arduous task requiring a day or more to complete. Magical lightning spells can also be used to shrivel the vine (the weed has a MGR of 8 against lightning) and untrap the vessel, but it requires repeated blasts (one per 5' of sargasso thickness surrounding the ship), and there is a 10% chance of setting fire to the ship's hull, unless it has been fireproofed in some way.

Sargasso is not edible; it will grow to 3D12' thickness, and may be walked upon when in very thick masses (14' or more). There is a 10% chance of a trapped ship in any patch 3 miles in diameter or larger. Somewhere, legends have it, there is a huge island of sargasso weed over 200 miles in diameter, in which many, many ships have been trapped; the GM may wish to allow the players to find this area - give a 1% chance that any sargasso pad encountered is the Great Sargasso Island (it contains 4D10 ships - there is a 5% chance of any given ship having some sort of treasure).

31-55 Kelp

Kelp is much the same as sargasso in its island configuration, but is seldom capable of trapping a ship, since it is a slender vine and easily cut. Kelp is edible (it can be boiled, or even shredded and eaten raw after drying), and will provide a tasty and reasonable filling meal. In some areas, it is valued as a health supplement, and can be sold for 35 GP to 50 GP a ton; it is usually dried and packed into bales of about 200 lbs. An island will provide 50 tons of prime kelp per square mile.

56-70 Soapweed

Soapweed is used in the preparation of a large number of soaps and cosmetics. It grows in a very thick island (4D20' - more than enough to walk on with no problems), and is considered quite tasty by sea creatures like the giant squid (if the ship's crew ventures onto the weed island, there is a 40% chance they will encounter one). The weed is even more capable of trapping a ship than (and in the same manner as) sargasso (edged weapons of +3 sharpness or better to damage; the weed has a MGR of 10 against lightning), but soapweed is distinctive enough in color (a vivid blue-green) that all know what it is; any ship sailing into an island of soapweed deserves to get trapped. The weed is normally harvested (when found) from the edges of the pad, where the best is located; it will bring 250 GP to 350 GP a ton, dried and packed into 200 lb. bales. The edges of an island will provide 5 tons per linear mile of shore.

71-85 Stranglevine

This weed is indistinguishable from soapweed, except for the color (a vivid green-blue). It seems almost malevolently intelligent, and is capable of

moving (at a speed of 4) and shifting its mass very rapidly to twist slimy tendrils around a man's legs and drag him under. A trapped crewman will drown in about 3 minutes if not freed; normal weapons are effective, but an attacking segment will take about 50 points of damage from edged weapons before it is sufficiently shredded to permit escape. The only natural enemies stranglevine appears to have are the blue whales, which have a fondness for the flavor of the weed, and will consume it in large quantities; whenever a pad of stranglevine is located, there is a 60% chance of one pair of blue whales present within 10 miles of the pad.

86-90 Healer's weed

Healer's weed is the most valuable by far of the weeds. It grows in the same configuration and thickness as sargasso, but is much more tangled and can be walked on at any thickness greater than 8'. The most important parts of the weed are the pods, found just at the end of the stems, and the newest leaves, easily identifiable since they are a much lighter green than the rest. The pods are used in many of the drugs and medications produced by healers (hence the name), and, indeed, are capable of inducing rapid and extra healing if simply consumed raw (4 oz. chewed and swallowed will double the natural healing rate for a period of one week, and will cure an extra 6 hits during the first day - proportional to time, of course, not immediate); one 4 oz. dose will do all healing possible - additional amounts have no effect. Properly prepared doses are capable of much greater healing feats - the weed pods are a virtually essential ingredient in any healing potion of rapid effect. The new leaves are used in preparation of the bases for healing salves, and will increase the efficacy of a salve by 50% if used. The pods are worth 75 GP to 100 GP a pound; 10 lbs. can be gathered from a square mile of weed. The leaves must be kept lightly moist with seawater when picked, and will bring 50 GP to 80 GP a pound; a square mile of weed will provide up to 20 pounds of new leaves.

91-95 Poisonvetch

This bright orangish weed contains one of the most virulent poisons known to man. It is frequently sought by assassins to aid in their job, since it produces all the symptoms of death by heart attack if ingested, involving a first attack of relative severity (within half-an-hour of ingestion by the victim), and a second (and very fatal) one 3D10 days later, if the poison has not been diagnosed and an antidote taken. The problem is that poisonvetch must be kept alive until preparation of the poison is begun, and it is so virulent that simply touching it can cause the poison to be absorbed through the skin, with all the above reactions; a saving roll against STM at a penalty of 6 will instead place the victim in a coma so deep that it will appear all life has fled - it will last for 101000 days, and requires constant care, as with any patient in a coma. There is an antidote known by most healers; if it definitely ascertained that poisonvetch is the cause, the antidote (a very expensive preparation) will alleviate the coma within 2D6 days - the victim, however, will suffer the loss of 2 points from STM, and will appear weak and sickly for the rest of his life. It requires 10 lbs. of vetch to prepare one dose of poison, and the weed (if still alive on delivery - it must be kept in fresh seawater to grow) will bring 1,000 GP to 1,200 GP per 10 lb. batch.

96-00 Roll twice for type

It is possible to have all the different weeds mixed together in one island. Rolling this effect once does not bar its reappearance.

30-33 Small flock of albatrosses

Sighting Distance: 1D4 miles

A small flock (2D4) of albatrosses flies over the ship; this is a good omen (handle as porpoises), but there is a 15% chance she will land on the ship (high on a mast or spar) and this is an even better omen (+.75 to the GIVE average for 72 hours, and 001-075 as "Quarry" instead of "None"). The albatross will perch for 3D4 hours; if the bird dies (15% chance) or is killed by one of the crewmen, it becomes a very bad omen (-1.00 to the GIVE average until a ship has been sighted, caught, and looted - that could be a long, long time!).

34-41 Flock of seagulls

Sighting Distance: 1D4 miles

A large flock of gulls flies over the ship, headed (1D12 on the compass for direction); if land is not already in sight in that direction, it will be found within 60 miles, even in areas where land masses are normally thought to have been completely charted.

42-56 School of large edible fish

Sighting Distance: 2 miles

57-79 School of small edible fish

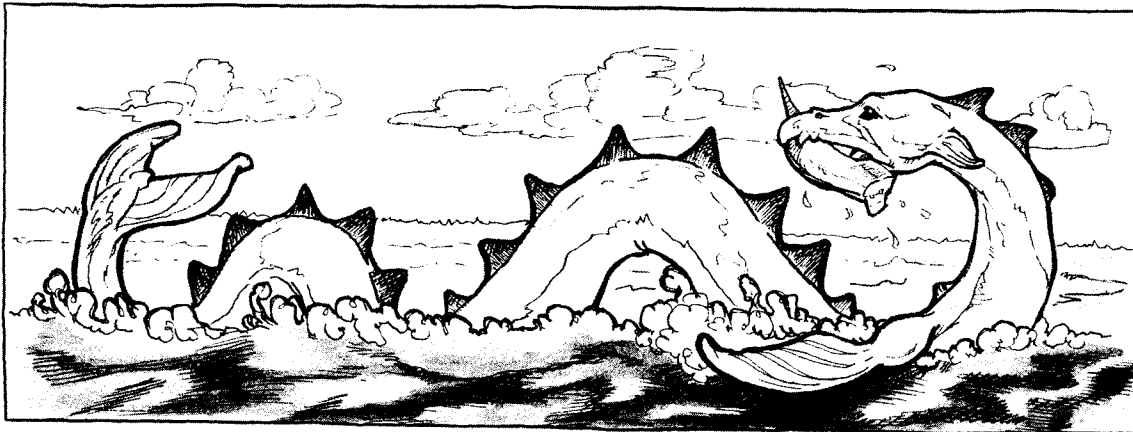
Sighting Distance: 2 miles

The sea is suddenly filled with flashing silver backs, as a huge school of edible fish is found. These food fish may be caught with a net or a line. If one is using a hand cast net, 3D6 small fish or 1D4 large fish can be caught per cast; a man may make 1 cast for each full 6 points of CDN he possesses before the school of fish disappears. If a crew is using a drag net or seine (these are seldom found except on fishing vessels), 10D10 small fish or 2D10 large fish will be caught per man on the net; only one cast or set is allowed. If baited hooks and lines are being used, there is a 65% chance per cast that a bite will occur; a man may make a maximum of one cast per point of CDN in the time the school takes to pass. A large fish weighs about 10 lbs. and will feed 3 men; it requires 2 small 1 lb. fish to feed one man. In warm weather, fresh fish will become unrefresh rather rapidly; in most circumstances, there is a 40% chance of ptomaine poisoning (saving roll against STM to avoid death; lose half STM - saving roll against current STM daily to recover rapidly - 2 points of STM on that day instead of 1) if eaten unpreserved on the day after they were caught, an 85% chance on the second day, and 100% thereafter. Fish may be scaled, gutted, salted, and packed to preserve them longer, but it requires 1 lb. of salt per 10 lbs. of fish; once packed in barrels (a task requiring 20 man hours per 200 lb. cask of salt fish, from scaling to packing), fish will last for up to 3 years. They may also be magically preserved, but it requires the services of a competent mage working with the packing crew. There is a 35% chance sharks will appear in pursuit of the school, as above, and a 65% chance they will appear within 3 hours after the offal from fish preserving starts being washed and swept overboard; do not treat sharks in this instance as a bad omen.

80 Sea Serpent

Sighting Distance: 2D4 miles

A (01-65) lone sea-serpent or (66-00) a school of 3D6 sea serpents is sighted. If headed into the ship's hex, there is a 65% chance for serpent curiosity and investigation (otherwise, the serpent[s] will submerge and disappear); if not, pursuit is possible. Serpents may move at a speed of 20, but usually loaf along at about 6. There is a general superstition stating that possession of a serpent's tooth will protect one from shipwreck. Sea-serpents tend to be colored in a mixture of various shades of red and orange; they are very long lived, and grow all their lives - older serpents may measure as much as 350'. Mature adults (30% of a school) extend 50 + 3D100' in length; younger adults (50% of a school) will usually measure 20 + 2D20', and



the very young (20% of a school) 406' in length. Lone sea-serpents tend to be mature adults (85% of the time) or young adults (the other 15%). Few schools will attack unless they are attacked; occasionally, a school will attack for no discernable reason, but this is rare (10% chance for this occurrence). For economic values for serpents, see the scenario involving "The Serpent Hunters" in the ship encounters section of this book.

81 Sirens' call

Sighting Distance: not applicable

Over the surface of the water comes drifting a tantalizing wisp of song in incredibly lovely voices. The various members of the crew may make saving rolls against DSC to recognize this as the sirens' call; male crew members will generally succumb to the lure of the call, and dive overboard to follow it (those who do dive should generally be considered lost) - there is no effect on females. It requires forcible restraint by other crew members whose STR ratings total at least double the STR of the affected one(s) to corral and tie them; this process would require several m for each group so engaged. The sirens' call has a range of about 15 miles - once the ship is out of range, the men are no longer affected by the call (when this encounter first begins, the GM should make determination of the location of the sirens' islet - D12 for direction on the compass, and 2D6 for distance). Those male crewmen who have recognized the call for what it is (with a successful DSC SR as described above) may make a second saving roll against STM, at a penalty of 6, to resist the lure; if the DSC SR was missed, no STM roll is made - it is very hard to make a supreme effort of will to resist something you don't know is affecting you.

The ship (provided there are sufficient crew left to work her) may follow the course of the swimming men (under the sirens' influence a man may swim for STM / 2 hours before sinking from pure physical exhaustion; swimming speed is $[\text{STR} + \text{STM}] / 10$). If any ships come within sighting distance of the sirens (GM's discretion on this distance, but it would seldom be closer than 3 to 4 miles), they will cease their song and disappear into the waves; any men in the water at this point must make a SR against 1/2 STM to avoid drowning when the sirens' influence is removed. (GM's Note: Sirens are probably the single most dangerous encounter possible at sea. Their insidious call has spelled disaster for many ships, and it is not uncommon for the entire crew of a vessel [player characters included!] to throw themselves overboard and swim toward the enticing sounds. Sirens are the usual cause of the ships found floating, free-sailing and crewless, in the middle of the ocean.)

82-85 Sudden becalming

Sighting Distance: immediate shipboard

(Note: This effect will not occur within coastal waters. If the ship is within 20 miles of land,

the GM should substitute 34-40 Flock of Seagulls as the encounter.)

The sails drop limply, the waves quiet to bare ripples on the surface of the sea, and the air stirs not at all. All trace of wind has disappeared. The ship will be becalmed for 1D6 * 1D6 days, before a breeze springs up again. The ship and her crew are locked in the doldrums. Even should the ship possess oar banks for rowing or boats for towing, the becalming will last until either the ship is within coastal waters or the specified time expires. The becalming affects all the non-coastal areas within a 50 mile radius.

86-87 Phosphorescent sea

Sighting Distance: 10 miles

This will usually only be readily apparent only at night, but it is still effective for 3 hours before dark and 3 hours after dawn. The ship appears to be sailing in an ocean of glowing silver, or the lookouts spot a horizon of glowing silver. This is a very good omen (as for the albatross landing, above).

88-90 Will'o'wisps

Sighting Distance: on board

Small balls of bluish glow settle on the ship, particularly at the ends of the masts, spars, and anything relatively pointed. This is a terrible omen to seamen, as they feel it's a harbinger of death. The effect on morale will be as for the albatross dying (but -1.50), and will only be cancelled by the death of a shipmate; the seamen will be very hesitant to attack, since they know that someone must die.

91-92 Twister

Sighting Distance: 3D10 miles

A waterspout is sighted (roll D12 on the compass for direction of sighting); it is moving in (roll D12 on compass for direction) at a speed of 3D20 miles per hour. If the twister enters the hex in which the ship sails, make a saving roll against three times the current GIVE average of the crew to avoid being (01-35) sunk or (36-00) very badly damaged (2D4 + 1 x 10% of the hull value of the ship, with a corresponding drop in speed).

93 Maelstrom

Sighting Distance: 2D4 miles

(GM's Note: when this encounter is rolled, there is a 65% chance that the sighting will be some debris, flotsam and jetsam, floating on the surface of the sea, at whatever sighting distance is rolled. Location of the maelstrom should be determined immediately, for it is possible that the ship may be sailing directly toward the whirlpool, at a rate steadily increasing as she closes on the funnel. We also suggest that at a distance of 3 miles, a shift be made to the closing scale of 2 minute sailing rounds, and 60 yard hexes.)

At a distance of 4 miles from the maelstrom, the ship will be little affected by the current's pull, and may easily escape, simply by sailing in a different

direction. As the ship nears the funnel (within the last 2 miles), a roaring as of a huge waterfall can be heard (over the edge of the world?), and escape will get progressively harder. At 3 miles, freeing the ship from the current's drift will require a saving roll against the Sailing Master's GIVE rating plus double the overall crew's GIVE rating (this saving roll may be repeated each third sailing round until successful, in which case the ship has managed to escape the danger, or until the ship is within 1/2 mile of the funnel); the drift rate is 3, toward the maelstrom. At 2 miles, the drift rate goes up to 6, and the saving roll is against the Sailing Master plus the overall crew rating. At 1 mile, the drift rate rises to 9, and the saving roll is made against 1/2 the previous value. At 1/2 mile, the drift rate becomes 15, and there is little that can be done to save the ship from being swallowed by the vortex.

If a ship locates and survives a maelstrom, her surviving crewmembers can usually sell the information regarding the location of the vortex to the local chartmakers. Items of this nature, when accompanied by decent latitude-longitude bearings are worth 50-100 GP, dependent on the generosity of the cartographer (it would probably be wise to bargain for one's money before giving out the info).

94-95 Lightning storm

Sighting Distance: 5020 miles

The wind (01-50) drops or (51-00) rises (roll D10: 1-4 = 1 level, 5-7 = 2 levels, 8-9 = 3 levels, 10 = 4 levels), and the sky clouds over and begins to flicker with great streaks and bolts of lightning. The storm will travel in (roll D12 on the compass) at a speed of 10 miles per hour for each level of wind (count calm as 1 level); it covers an area 2010*2010 miles square. If the ship comes underneath the storm, there is a 15% chance for each hex of storm that passes over that lightning will strike the ship:

01-60 - no effect;

61-90 - person struck (determine decedent randomly);

91-00 - fire set (fire-fighting rules are given in the combat section under "Fire Arrows").

96-97 Iceberg

Sighting Distance: 308 miles

An iceberg (roll for size on [D6]: 1-4 = small island, 5-6 = medium island on island size chart) is sighted. There is frequently a drop in temperature in the vicinity of one of these floes, and there is a 35% chance that there will be animal life present on the iceberg (yes, we know that this is a ridiculously high probability, but otherwise it's just a large ice cube). The chart to the right may be used to determine numbers and type of the inhabitants of the floe. If players desire, hunting expeditions could be organized onto the surface of the iceberg. The only danger from the berg occurs at night; if there is no moon, bergs are almost impossible to see, and it is very easy for a ship to collide with one (remember the Titanic?) - collision with a berg will do 50 + 5020 points of damage to the hull of a ship.

98 Underwater volcano

Sighting Distance: 3010 miles

This will be a miniature Krakatoa (01-15), create a new island (16-40), or cause a tsunami (41-00). The cause of the effect is usually at 3010 miles, and there may be little or no warning before the effect strikes the ship; the direction of the epicenter is (roll D12 on the compass).

Krakatoa will darken the sky, limit visibility, and throw big rocks (205 will hit the ship; treat like accurate shots from a catapult, 106 * 50 pounds each - see below) and burning cinders (3010 will hit the ship; treat like fire arrows, but each will have the effect of 6 fire arrows).

The new island will, of course, be completely uninhabitable, a puddle of lava thrown up by the active volcano (there is a 5% chance that the volcano is in the same square mile hex as the ship, in which case there is little that can be done to save the vessel - she will be destroyed); there will be half the effects generated by Krakatoa. There is a 25% chance of 108 "floating islands" (masses of air-filled pumice that actually float; occasionally these islands contain gems - 10% chance of 1D10 diamonds) being created; these drift before the wind for 203 days before becoming waterlogged and sinking.

The tsunami (a great tidal wave) will have little effect if the ship is in mid-ocean or not in immediate coastal waters; within 5 miles of a coast, however, the great wave generated by the earthquake shock can do a number of harmful things - beach a ship up to 3 miles from the sea, capsize the ship, smash her against the rocks, etc.. The only warning will be a sudden drop in the surrounding waters, and a great rushing roaring sound. A saving roll against two times the GIVE average of the crew plus half the officers' total GIVE average will allow them to get the ship into bow-on position to the wave; she can then ride out the tsunami in relative safety (1% chance of being wrecked anyway, but it will be tossed onto land, not sunk or smashed).

99-00 Hurricane

Sighting Distance: 5020 miles

Generate this storm as for the lightning storm above, but the wind always rises (unless the ship is in the exact center of the storm - highly unlikely). If the ship is caught by the storm, saving rolls apply as in the twister.

The lists of ships for use as quarry or hostile can be found in Chapter 12, "Ship Encounters", and both are keyed for die rolls, though the GM should feel free to pick as an encounter whatever ship strikes his fancy. Those two designations are strictly for the convenience of the GM to determine which list of ship encounters to use, and should not be used in any descriptions given to players.

ANIMAL STATISTICS

In this section is presented a listing of all the various animals mentioned in the section on "Natural Encounters". They are in alphabetical order, and follow the general form shown below.

ANIMAL NAME

- AC** - animal's armor classification (equivalent artificial armor, including absorption)
- Dodge** - a plus or minus factor, for defensive purposes
- HTK** - the base number of hit points (delivered) required to slay the average member of this animal species (any animal should have the "fudge factor" applied - roll D6 and D8:

D6 Results		D8 Results	
1-3	Adjustment positive.	1-2	0%
4	No adjustment made.	3-5	10%
5-6	Adjustment negative.	6-7	20%
		8	40%

This accounts for such variations among the animals as "boss of the pack [herd, etc.]", recent fights, sickness, or superb shape.)

- Move** - the speed at which the animal moves (given in 5' increments or hexes per mr for land or air; if given as water speed, first figure is in 60 yard hexes per 2 minute sr or 10 yard hexes per 20 second cr - second figure is 5 foot hexes per 15 second mr)

PORPOISE

Attacks - number, class, HACØ, armor critical, clean critical, damage; specials or explanations (the combat system being used is described in Thieves' Guild V; GMs should feel free to use their own system for combat if they wish - it is not difficult to adapt the statistics of the various animals to fit any other combat method).

Comments and additional information are provided in a separate paragraph at the end of the statistics. This may contain discussion of odd habits, etc., on the part of the beast in question, economic factors for the animal in terms of hide value or values for other parts (gargoyles' gallbladders?), herd composition, etc.

ALBATROSS

AC - medium feathers (hard leather, 3 hits)
Dodge - -5 on ground, +3 in air
HTK - 20
Move - 3 on land, 20 in air
Attacks - 1 beak, 5, 2D3, 20, 19; only in defense
Albatrosses are probably the most ungainly bird alive when on the ground, and one of the most graceful fliers aloft. Referred to as "gooney birds", these soarers can cover hundreds of miles in their flights. They do not attack unless provoked.

BEAR, POLAR

AC - thick fur (cuirboilli, 4 hits)
Dodge - none, -4 if standing
HTK - 80 (adults), 36 (cubs)
Move - 6, 3 if standing, 12 in charge, on land, 2-9 in water
Attacks - 2 paws, 3, 3D3, 17, 13; if both paws strike, victim must make a saving roll against STR to avoid being knocked down
- 1 hug, 6, 6D4, 19, 17; attempted on any mr following one in which both paws have struck and the victim has remained standing
- 1 bite, 4, 3D4, 18, 15; attempted only after a successful hug

There is a 15% chance that a polar bear sighted will have 1D3 cubs with her. Bears in general are most protective of their cubs, and polar bears are no exception; if a cub is threatened, double all damage delivered by the enraged momma-bear. Bears will usually charge on all fours, but prefer to fight in standing position. Polar bear hides do have commercial value when properly preserved and tanned.

GULL

AC - light feathers (soft leather, 2 hits)
Dodge - -3 on ground, +4 in air
HTK - 14
Move - 5 on land, 20 in air
Attacks - 1 beak, 4, 2D2, 19, 17; only in defense or by accident if feeding off someone's hand

Gulls are usually a sign of land somewhere in the vicinity. They are generally tentative in relations with man, but can be lured to feed from one's hand on occasion.

PENGUIN

AC - light feathers and fat (soft leather and quilted cloth, 3 hits)
Dodge - -8 on land, +4 in water
HTK - 24 (emperor-10%), 20 (standard adult-55%), 16 (young adult-30%), 8 (chick-5%)
Move - 2 on land, 6-26 in water
Attacks - 1 beak, 10, 1D3 (1D4 if emperor), none, 20; only in defense of self or nest

The only reason for bothering penguins is to get meat. Their flesh is very greasy (thick layers of fat overlay the bird's musculature), and not very tasty.

AC - thick hide and fat (hard leather and quilted cloth, 4 hits)

Dodge - +3 in water, -10 on land

HTK - 50

Move - 24/108 in water

Attacks - 1 ram, 2, 4D4, 17, 13; only deliverable in water

- 1 bite, 12, 2D4, 20, 19; can be delivered on the fly to a distance of 15' in the air; it requires 2 mr of swimming to build up speed

Porpoises are quite intelligent, and frequently have good relations with the various humanoids; there are theories that they are one of the intelligent races. Porpoises travel in herds of 5D10, and are quite well organized, with posted look-outs and scouts, as well as a standard guard about the females and young.

SEAL

AC - medium hide and thin blubber (two layers of soft leather, 4 hits)

Dodge - +3 in water, -4 on land

HTK - 60 (bull-10%), 45 (cow-40%), 15 (pup-50%)

Move - 3 on land, 12/54 in water

Attacks - 1 bite, 8, 2D4, 19, 17

- 1 tail swat, 4, *, none, 20; only used if the opponent is in the seal's back area; a successful swat requires a STR saving roll on the part of the victim to retain his feet

Seals usually travel in herds; occasionally, lone seals can be found, usually young bulls driven from the herd by the older harem-masters. A herd will consist of 6D20 seals, and frequently can be found riding ice-bergs.

SHARK, BLUE

AC - thicker hide (cuirboilli, 4 hits)

Dodge - +4 in water, -7 on land

HTK - 50

Move - 20/90 in water

Attacks - 1 bite, 3, 4D4, 18, 15

- 1 sideswipe, 4, 2D3, none, 20

SHARK, GREAT WHITE

AC - super thick hide (scale, 7 hits)

Dodge - +4 in water, -8 on land

HTK - 140

Move - 16/72 in water

Attacks - 1 bite, 2, 8D10, 15, 9

- 1 sideswipe, 4, 2D4, none, 20

SHARK, MAKO

AC - very thick hide (studded leather, 5 hits)

Dodge - +4 in water, -4 on land

HTK - 80

Move - 22/99 in water

Attacks - 1 bite, 3, 4D8, 17, 13

- 1 sideswipe, 4, 2D3, none, 20

SHARK, TIGER

AC - extra thick hide (banded armor, 6 hits)

Dodge - +4 in water, -6 on land

HTK - 110

Move - 18/81 in water

Attacks - 1 bite, 2, 6D8, 16, 11

- 1 sideswipe, 4, 2D4, none, 20

Sharks tend to swim singly (in the case of the Great White and occasionally the Tiger) or in herds which are comprised of sharks of approximately the same size (the smaller ones get eaten by the bigger ones). If a shark brushes by a swimmer, the rasp-like skin of the shark can abrade and tear skin and draw blood. Sharks have excellent smelling apparatus, and can be drawn to the scent of blood from as far as two miles away. If there is much blood, torn flesh, or other edible matter in the water around a group of sharks, there is a 35% chance they will fall into feeding frenzy, at which time it is even possible for a shark to eat itself.

SEA-SERPENT

- AC** - thick scale, underskin, and fat (plate armor with soft leather and quilted cloth, 12 hits)
Dodge - +3 in water, +6 in air
Move - 18/81 in water
HTK - 1 per foot of length
Attacks - 1 bite, 3, 2D12-young/5D12-adult/6D20-mature, 15, 9; if bite does 22/45/85 points of damage or more, 65% chance victim has been swallowed
- Larger specimens of the sea-serpent or "sea-dragon" can do vast amounts of structural damage (4D8 per coil) by throwing coils around the ships they attack. A serpent can make one coil per 100' of length.

SQUID, GIANT

- AC** - thin skin body (naked, 0 hits) medium hide tentacles (soft leather, 2 hits)
Dodge - body, -4 in water, -14 on land
 - tentacles, +2 in water, +6 in air or on land
Move - 1 on land, 10/45 in water, 20/90 jetting
HTK - 240 for the whole squid, 20 for a tentacle to be chopped through
Attacks - 1D8 tentacles, 9, *, none, 20; all damage to the squid's victim is done from immersion in the water and lack of air (he drowns!)
- The giant squid is very rare, usually found only around the great seaweed islands. The favorite form of attack is to seize a victim and drag him under water to drown.

WALRUS

- AC** - very thick hide and medium blubber (studded leather and 2 layers of soft leather, 9 hits)
Dodge - -2 in water, -8 on land
HTK - 60 (bull-10%), 50 (cow-60%), 24 (calf-30%)
Move - 3 on land, 5 charging, 8/36 in water
Attacks - 2 tusks, 7, 3D4, 17, 13
 - 1 waddle, 14, 2D6, none, 20; bulls will attempt to flop forward and onto their opponent, using their great weight to pin him for savaging with the tusks; if this is successful, the victim will be subject to automatically successful tusk attacks until he has managed to wriggle (etc.) free
- A walrus herd will usually consist of 6D10 individuals. Normally only the great harem-master bulls will attack. Walrus ivory is used for decorative purposes (scrimshaw work), and finished properly has a value of 40-60 GP per tusk (there are two per walrus).

WHALE, BLUE

- AC** - extra thick hide and very thick blubber (banded leather and 5 layers of soft leather, 16 hits)
Dodge - -8
HTK - 360 (adults-70%), 150 (calves-30%)
Move - 12/54 in water
Attacks - all special, see below

WHALE, GREY

- AC** - very thick hide and thicker blubber (studded leather and 4 layers of soft leather, 13 hits)
Dodge - -8
HTK - 300 (adults-65%), 120 (calves-35%)
Move - 12/54 in water
Attacks - all special, see below

WHALE, SPERM

- AC** - super thick hide and super thick blubber (banded leather and 8 layers of soft leather, 22 hits)
Dodge - -8
HTK - 420 (adults-80%), 180 (calves-20%)
Move - 12/54 in water
Attacks - all special, see below
- Whales seldom attack individuals. However, angry whales can deliver ramming attacks that will stave in the side of a ship (50% of current HTK equals hull damage).

THE CHASE

There are two methods that can be used for the chase, one very quick but lacking in the excitement a sea chase can engender, the other longer but much more exciting (at least it is more exciting to the authors of these rules!).

The quick method involves maximum speeds possible for both ships (or fleets) involved. For purposes of chase, the ship speeds given in SHIP STATISTICS may be treated as miles per hour. Simply calculate how many hours it will take the pursuer to overhail the quarry merchantman, assuming maximum speed for both ships, using all adjustments given below for sailing speed, and check to see if the merchantman can reach any safe port in that time. If so, the quarry has eluded the hunter.

If the group desires to use the more complicated method, the players should act as the various officers of the ship (if the players are not already the aforementioned officers) and make the decisions involved in sailing her, while the GM sails the encountered vessel. The GM should check both his maps and random encounter appearance chances during the chase, since it is possible for a quarry to escape the pursuit in many different situations. Moves are usually made on an hourly basis (game time) until the two ships are within a mile of each other; the GM should check each hourly move for wind and weather changes, as well as for other encounters.

WIND and WEATHER CHANGES (roll D100)

Roll	Result
01-05	Major change in the weather (roll D10)
1-2	Sudden rain squall A squall blows up (roll D12 on the compass for direction of appearance) and sweeps in over (01-50) pursuer, (51-00) quarry, or both ships if they are within 2 miles of each other. It will last for one hour, and covers only the hexes around the ship(s) affected; after its time, it will blow out and disappear. Visibility limits will drop dramatically, and sea speeds should be handled for the affected ship(s) on the Gale line of <u>SHIP STATISTICS</u> - reductions in canvas and sailing speed are generally necessary for the ship to avoid capsizing.
3-5	Clouds appear or disappear If the sky is clear, clouds roll in, and the sky darkens; visibility ranges decrease by 1/3. If the sky is cloudy, breaks appear in the clouds, and it is soon clear; limits of visibility return to normal. The entire area (a full 50 mile radius around the pirate ship) is affected.
6-7	Fog appears or disappears A fog bank appears (roll D12 on the compass for direction) at a distance of 2D6 miles from the pirate vessel; it extends for 2D8 miles, centered on the appearance point. If there is already fog, it either clears up or blows away. Fogs will usually last until the wind conditions reach brisk; if this is rolled with any wind condition greater than moderate, treat as one step wind increase.
8	Wind speed increase - 2 steps
9	Wind speed decrease - 2 steps
	Wind can have many vagaries, and sudden changes in speed are not uncommon. The effect covers the area of (roll D20):

Die Roll	Area of Effect
01-02	Lead ship(s)
03-05	Following ship(s)
11-20	Both ships or fleets

If the ships or fleets in the chase are within 5 miles of each other, the effect will automatically cover all.

10 Storm line appears

A line of thunderheads appears at 3D20 miles distance from the pirate ship; the line extends 4D10 miles perpendicular to the wind direction, with the center point at the sighting distance (roll D12 on the compass for direction), and will travel in the direction of the wind at a speed of 30 miles per hour; the wind conditions around the ship will increase by one level per hour, until the actual storm reaches the ship, or until Storm conditions are reached - the storm will last 3D12 hours. If the storm will pass the ship without hitting it, wind conditions will increase one level per hour up to Strong until the storm passes, then drop by one level each two hours until the wind has dropped to its original level.

06-63 No change in wind or weather conditions

64-77 Change - trend (rise or fall) continues

78-80 Change - trend reverses (rise <=> fall)

81-92 Veer - wind direction swings 30°

93-97 Veer - wind direction swings 60°

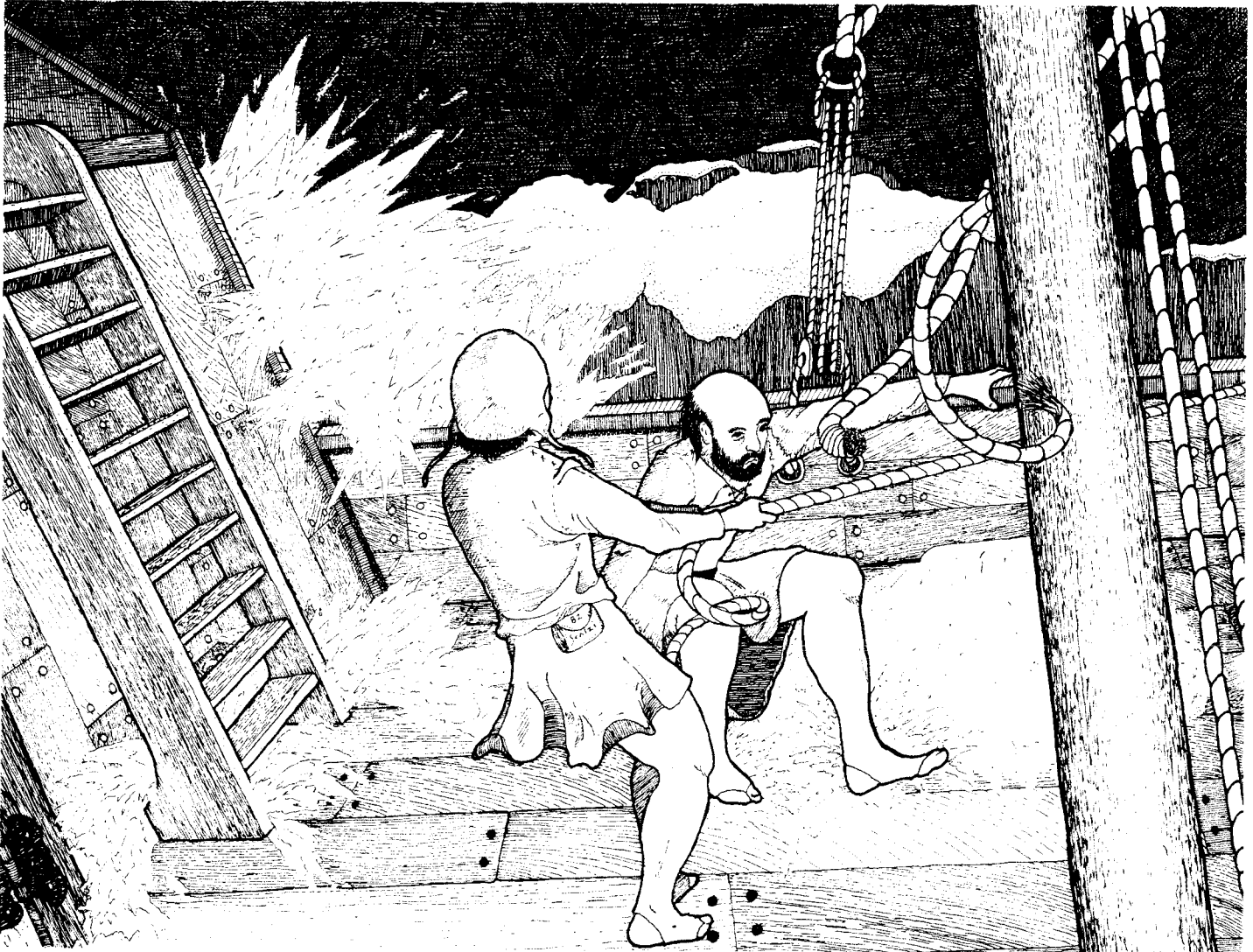
98-99 Veer - wind direction swings 90°

00 Veer - wind direction swings 120°

Roll odd-even for clockwise/counterclockwise on the wind direction swings.

Once the ships involved in the chase have drawn to within 1 mile (1 hex) of each other, scales for time and distance should be altered from hours to sailing rounds (sr - a time scale of 2 minutes) and from miles to 60-yard intervals (set the ships 30 hexes apart to begin at this scale); this will keep the rates of speed approximately in scale. At 1/2 mile (15 hexes), ship to ship combat is feasible, and occasional catapult shots will start splashing about the hulls of the opponents. At 1/16 mile (about 2 hexes), it is suggested that scales be altered again, to combat rounds (cr - a time scale of 20 seconds) and from 60-yard hexes to 10-yard hexes. When the ships are again within 3 hexes of each other (20 yards apart), the grapples may start flying, and the ships can be pulled together. Boarding must wait until the ships are hull to hull.

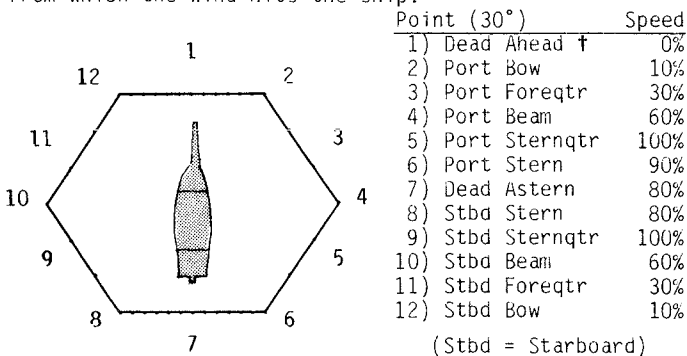
As the chase time lengthens, the quarry may either draw closer to the pursuer or begin to pull (slowly) away; seldom will two ships make exactly the same sea speed. Sea speeds for both ships may be modified by the abilities of Captain, Sailing Master, First Officer, Master-at-Arms, and Crew, as recommended in the chart below. The first figure given is possible percentage increase or decrease in speed for a given level of experience; the second is the increase or decrease in handling for the ship (amount one may turn) in degrees.



RATINGS and ABILITIES

Level	Captain	Sailing Master	First Officer	Master at Arms	Helm/Sail Crews
Green	-15/-10	-35/-20	-10/-5	-10/-10	-30/-30
Int'l med.	-5/0	-15/-10	-5/0	-5/-5	-15/-10
Veteran	+5/+5	0/0	+5/0	0/0	0/0
Elite	+10/+15	+5/+10	+5/+5	0/0	+5/+15

Speed may only be maintained at maximum for the wind condition if the wind is blowing from one of the sternquarters; a ship's speed is governed by the amount of sail she presents to the wind - a wind from dead astern does not catch as much sail as one on either port or starboard sternquarter. Sudden veers in wind direction could virtually bring one or both ships in a chase to a complete halt. The diagram and chart below indicate the percentage of the ship's adjusted maximum speed available, depending on the general direction from which the wind hits the ship.



Turns with ships are made as the ship enters the new hex, so that she is pointing in the direction she wishes to go for her next move. Because of the 12-point compass, it is quite likely that a ship will be moving along one of the hex sides; in all cases, movement for the ship will be into the next full hex along the line. If a 60° turn is made as a hex side is departed, point the ship along the line of the next hex side, after her move; if a 30° turn is made from a hex side, the ship will be placed in the next full hex, but facing at a given time will result in lessened speed. Deduct 1 unit from the ship's speed for each turning angle increment by which the ship exceeds the limits in the chart given below.

TURNING and SPEED ADJUSTMENT

Time Scale	Maximum Turn without Loss	-1 Movement per Turn of
Hour's sailing (hr)	120°	60°
Sailing round (sr)	60°	30°
Combat round (cr)	30°	30°

To prevent a problem with one side gaining an advantage from knowing the sailing moves of the other, it is suggested that sailing moves be made effectively simultaneously. For instance, if side A has a movement of 13 and side B has 6, the movement should be made as follows:

A1, B1, A2, B1, A2, B1, A2, B1, A2, B1, A2

Most movement patterns can be handled in this fashion, by intermixing small portions of each side's sea speed. It is suggested that this allotment be made as evenly as possible.

Night Movement

At night, movement (particularly when the Captain is cautious, or when the ship is sailing in uncharted

waters) is a bit slower than the speeds maintained during the daylight hours. If there is sufficient light (if the moons are high and visible), there is little problem in seeing one's way and spotting dangers before one runs into them; on dark nights with no moonlight, however, many ships will choose to heave to and wait for dawn.

If a chase should continue into the night hours, it is quite possible that the quarry will be lost (few of the Captains on the high seas are stupid enough to keep their ship's lights burning when they know they are being actively pursued); if a ship's lights are lit, the vessel's direction can be easily marked from many miles away. When the moons are high and bright, sighting ranges will drop to about 1/2 normal, but it may be possible to continue the chase. If the area is not totally familiar to their Sailing Master, however, not many Captains would care to risk their ships by blundering about in darkness; one may be able to find a hidden reef or an ice berg (particularly on a dark night) the hard way - by wrecking one's ship on it. Should the quarry be lost, it can probably be easily relocated in the morning - if the pursuer is not eager to continue the chase at night, likely neither is the quarry and it is probable that she will not have sailed far from her last reported position during the night (unless her Captain is more afraid of the hunter than the unknown).

SHIP TO SHIP COMBAT

Some ships will mount weapons capable of firing a load of ammunition (or something) a great distance, while others will begin their combat (usually missile fire) at a distance of no more than 1/4 mile (8 hexes). Missile fire of some description will constitute the major factor of almost any combat until the ships have closed and boarding is possible. The major types of missiles are:

- § arrows, both normal and incendiary,
- § catapult loads (stones, enchanted flasks with spells embedded, fireball missiles, ballista bolts, etc.), and
- § arcane effects (mage cast fireballs, lightning bolts, sleep spells, etc.).

Each of these types of missile will be treated separately, but it is not uncommon for all these types to be used in a single conflict. Missile combat is designed to halt the opposing ship(s) so that boarding parties can "swarm over the rails and subdue the crew of the other ship" to capture her - and that is one of the most exciting parts of the pirate process; the mechanics of boarding are described in the section on "Boarding Actions". (GM's NOTE: In many cases, it will be necessary to calculate the GIVE rating for a group engaged in some form of combat activity. In almost all instances, it will be simpler and easier to calculate these numbers well in advance, and write them into the space provided on the Ship Form, as shown in the section on "Ship Design".)

General Arrow Fire

The chart below is for use in general arrow fire situations. The percentage numbers represent those portions of a group of bowmen firing at a ship at a range of approximately 120 yards, who do one of three things:

- 1.) hit the target they aimed at (HT);
- 2.) hit something of value on the other ship (HS); or,
- 3.) either miss the other ship completely or hit something of little or no value (MX).

Roll a D20; make adjustments to the die roll according to the following criteria, and use the column of the results chart corresponding to the GIVE rating of the Archery detail:

<u>Targeting:</u> at general sails	+0
at specific mast's sails	-5
at specific sail	-7
at general deck area	-2
at specific deck area	-8
<u>Wind conditions:</u> calm	+1
soft breezes	+0
moderate wind	-2
brisk wind	-5
strong wind	-9
gale force wind	-15
<u>Distance:</u> within 60 yards	+2
within 120 yards	+0
within 180 yards	-2
within 240 yards	-5
within 300 yards	-8
within 360 yards	-12
over 360 yards	-20
Using fire arrows	-2

Note that an arrow aimed at the deck (unless it is a fire arrow) is assumed to do no tangible damage. Therefore, if players choose the deck as a target, they assumed to be shooting at crewmen. The GM should figure the portion of the group that missed, or hit something, or hit their target; all numbers should be rounded in favor of the target (i.e., if 3.67 members of a group hit the target, 3 would hit - the decimal is dropped; if 7.13 missed, 8 missed - always round in favor of the target). It is possible to have a hit shown by the percentages (20% on a group of 4, for instance), but have the rounding show a total miss. Only whole numbers should be used as results. An exception to the above occurs when HT and HS combined total greater than 1; score as one hit and roll odd or even to see whether the shot was HT or HS.

ARROW FIRE

HT = Hit Target
 HS = Hit Something other than target
 MX = Missed or hit unimportant(X)

HT	HS	MX	GR	INT	VET	EL	HT	HS	MX		
(percentages)										(percentages)	
00	00	100		or less	!	or less	00	00	100		
05	05	90	6	3	!	-8 -10	05	05	90		
10	05	85	7	4	!	-5 -7	10	05	85		
15	05	80	8	5	!	-2 -4	15	05	80		
20	05	75	9	6	!	0 -2	20	05	75		
25	05	70	10	7	!	2 0	25	05	70		
35	05	60	11	8	!	3 1	30	05	65		
40	05	55	12	9	!	4 2	35	05	60		
50	05	45	13	10	!	5 3	40	05	55		
55	05	40	14	11	!	6 4	45	05	50		
60	05	35	15	12	!	7 5	50	10	40		
65	05	30	16	13	!	8 6	60	10	30		
70	05	25	17	14	!	9 7	65	10	25		
75	05	20	18	15	!	10 8	70	10	20		
75	10	15	19	16	!	11 9	75	10	15		
80	05	15	20	17	!	12 10	75	15	10		
80	10	10	21	18	!	13 11	80	10	10		
85	05	10	22	19	!	14 12	80	15	05		
85	10	05	23	20	!	15 13	85	10	05		
90	05	05	24	21	!	16 14	85	15	00		
90	10	00	25	22	!	17 15	90	10	00		

Example:

A group of 14 bowmen (3G, 4I, 6V, 1E) release their shafts in a flight at an enemy ship some 50 yards away, trying to hit the poop deck to drive the helmsman from the wheel or incapacitate him. The wind's speed is moderate.

The group's total:

$$6[3 \times 2] + 16[4 \times 4] + 36[6 \times 6] + 7 = 65$$

Divided by 14, we get an average of 4.64; the chart says the GIVE rating for the entire group is INT (this figuring is only done once, usually - at the beginning of the combat, or at the time crew is assigned and listed on the Ship Form; if the GM wishes, recalculations can be made if casualties or other circumstances change the composition of the Archery detail).

For this shot, the die roll is 16. Adjustments are -8 for aiming at a specific deck area, -2 for wind speed, and +2 for distance, for a result of 8. The row for INT 8 says 35% hit their target, 5% hit something else valuable, and 60% missed or hit something innocuous.

Obviously, the 3 GR and the 4 INT either missed completely or hit the side of the other ship, as did 2 VET. The remainder, 4 VET and 1 EL, hit what they were aiming at - the specific area of the poop deck (the raised deck toward the stern of the ship), probably inflicting some damage on the helmsman and whoever was near him. (The GM will frequently have to give quick descriptions of the results of actions similar to the one above - but that's part of his job anyway.)

Normal Damage

Arrows do 1 point of damage when they hit, whether they hit a sail or a person. If the shot(s) hit a sail, the damage to that sail should be accumulated, and checked against the table for sail damage against wind condition is the section on Ship Design; the chance of a sail blowing out should be checked whenever the total damage equals or exceeds a multiple of 15%. If the sail has been magically strengthened, only one-half of the points of damage inflicted will count toward blow-out chances. If the point of aim is general sails, the damage should be distributed proportionately among the sails (i.e., if there are three sails on the ship, of 100, 250, and 200 pints, and 11 points of damage are delivered, the sails would take 2, 5, and 4 points respectively).

If people are the target being aimed at, once the number of hits has been determined, die rolls must be made to determine who on the crew has been hit. If a specific area has been struck, the victim(s) should be selected from among the crew detail closest to that area (in the above example, the helm). If crewmen are injured during the course of general arrow fire, the GM should identify the casualty by rolling on the total crew roster.

If the arrow hits a person, it counts 1 point against his GIVE rating. An EL, for instance, could sustain 7 points of damage, an INT 4. Remember to count all extra damage for criticals or fire arrows. When a person is damaged to the extent of his GIVE value, he is out of action; if the damage exceeds his GIVE value + 2, he dies. These points of damage, if survived, heal at 1 per week for GR and INT, and 2 per week for VET and EL.

A Crew Roster is provided below (this may be photocopied for personal use). It is suggested that the various crew members be listed on this form, starting with Green crewmembers and working up to the officers; it should also be noted which detail a given crewmember is assigned to (work across the rating lines to assign the crewmen to their details) - this makes it easier to keep track of still active crew. When (HS) damage resulting from aiming at sails is to be distributed, or (HT) from general deck shots, use a random roll to

CREW ROSTER

01	02	03	04	05
06	07	08	09	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50
51	52	53	54	55
56	57	58	59	60
61	62	63	64	65
66	67	68	69	70
71	72	73	74	75
76	77	78	79	80
81	82	83	84	85
86	87	88	89	90
91	92	93	94	95
96	97	98	99	00

G = Green, I = Intermediate, V = Veteran, E = Elite,
 A = Artillery, B = Archery, F = Fire, H = Helm,
 P = Petty Officer, R = Repair, S = Sail

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determine victims; if there are 36 crewmembers and 4 officers, roll D10 and D4, using the D4 to determine the position of the D10 result (1st 10, 2nd 10, etc.). Most numbers can be developed in this manner.

Critical Results

There is always a chance of a lucky result on a flight of arrows, some totally unlooked-for fortuitous happening, provided at least one (whole) person on the firing team hit something. The chance is 5% (1 on D20) for a GR group, 10% (1-2 on D20) for an INT group, 20% (1-4 on D20) for a VET group, and 25% (1-5 on D20) for an EL group. This may be checked on any flight of arrows that scores a hit, using the chart below:

ARROW CRITICALS

Roll (D100)	Sails			Deck Area		People
	General	On Mast	Specif.	General	Specif.	Specif.
01-20	A	A	A	D	D	F
21-40	A	B	B	E	E	E
41-55	B	A	B	E	D	F
56-70	C	G	C	E	G	H
71-80	G	C	G	D	F	E
81-90	B	D	G	F	H	G
91-95	E	E	C	G	D	A
96-00	F	F	D	A	A	H

The criticals given in the chart above are:

- A.) **RIP SAIL (10% extra)** - the largest sail in the area of effect is ripped by an fortuitously shot arrow, and sustains an additional 10% of its total damage points in damage. If the attackers were using fire arrows, add 10% to the chances of the sail catching fire.
- B.) **RIP SAIL (20% extra)** - as above, but the figure is 20%.

C.) **RIP SAIL (35% extra)** - as above, but the figure is 35%.

D.) **INJURE PERSON** - one plus arrows strike a particular person solidly, injuring him badly (GM's discretion or use area suggestions in KILL PERSON). Damage sustained will depend on quality of group firing:

- G - 01-80=2, 81-00=3;
- I - 01-50=2, 51-85=3, 86-00=4;
- V - 01-30=2, 31-65=3, 66-90=4, 91-00=5;
- E - 01-20=2, 21-45=3, 46-70=4, 71-90=5, 91-00=6

If this critical is suffered in a deck-specific situation, damage is in addition to that suffered in the original attack. Damage is doubled if fire arrows are being used.

E.) **INJURE PEOPLE** - two or more people (1D2 x 1D2 + 1) are badly injured by arrow fire. Each will sustain damage as above, but each person hit should be rolled for individually. If this critical is suffered in a deck-specific situation, damage is in addition to that suffered in the original attack.

F.) **KILL PERSON** - an important person is slain by arrow fire. The GM may use his own discretion or the area chart below:

THE DEATH LIST

Person	General	Specific Location
Captain	01-10	stern or near helm
Helmsman	11-20	at helm
Sailing Master	21-35	midships or near helm
First Officer	36-50	forward or midships
Master-at-Arms	51-65	with majority of crew
Catapult Chief	66-70	at or near catapult
Mage	71-80	stern or midships
Passenger	81-00	anywhere

If this critical is rolled in a deck-specific situation, only those people in the group fired at are subject to the death penalty. Should the area of aim have been "general", roll D100 to determine who got it; if it was a specific area, the GM should choose from those likely to be in that area, with appropriate chances for others to rush into danger with important messages (the FO comes up to the Captain to report, the lovely young passenger decides to brave the dangers of chase and combat, etc.). If the person indicted by roll ("general") is not aboard ship, the GM might substitute as victim a general crewman; if the proposed victim is already dead, he might wish to have the corpse feathered again, or simply reroll.

G.) **SEVER ROPE(S)** - one or more ropes (of importance, of course) are severed by arrows:

- 01-50 = 1; 51-80 = 2; 81-93 = 3; 94-00 = 4

The GM should apply penalties to sailing speed or handling (ability to turn) of any vessel which is so handicapped. Since this is, by no means, an uncommon critical, it is possible to have many more than one flight's maximum ropes severed. The GM and players should keep track of the number of severed ropes, and the rate at which they are repaired. Suggested penalties are:

Ropes Severed	Speed	Handling
1 to 2	none	none
3 to 5	-10%	none
6 to 8	-25%	60° max
9 to 12	-40%	45° max
13 or more	-60%	30° max

Speed of repair of damage depends on the averaged ratings of both Sailing Master and Master-at-Arms (usually the time to notice and react), modified by Sail detail rating. Two men must be detailed to repair each severed rope.

Masters' Ratings		Sail Detail Rating
10 combat rounds	G	+ 7 combat rounds
8 combat rounds	I	+ 3 combat rounds
4 combat rounds	V	+/- 0 combat rounds
3 combat rounds	E	- 2 combat rounds

H.) **DAMAGED EQUIPMENT** - damage is inflicted on some or other piece of relatively important equipment to the functioning or defense of the ship. This could mean the rudder, the catapult, the wheel, or any other piece necessary for attack, defense, or handling; GM's discretion rules, but it would be unlikely to have a ship sink because the "bilge plug" was knocked out.

Fire Arrows

Frequently, the arrows being shot at the other ship will have a large wad of oil-soaked cotton on the end which is set afire; their purpose is to destroy the sails of the target ship, so she loses wind and her forward motion. These arrows are supposed to strike the sail(s), and cling long enough for their flame to set the sailcloth alight. Seldom, however, will any fire arrows be launched at the deck areas by a pirate vessel (unless its opponent is a warship), since it's too easy to set fire to the entire ship. Conversely, a merchant ship will frequently fire flaming arrows at the decks and hull of a pursuer, hoping to fire her and escape in the resulting confusion.

When a flight of fire arrows is launched, each arrow that hits a sail will count as 2 points of fire probability, but only 1 point of damage to the sail (see above for sail cloth damage). Any sails that are hit in a combat round or were hit in the previous round should be checked.

For a sail hit on the combat round, total all of the arrows that hit the sail that round, and add half the fire value of any arrows which hit that sail the previous round (only the previous round, not all previous rounds). Use this to develop a percentage, using the sail area point value as the base; this is the base chance that the sail will catch fire. For a sail hit on the previous round, but not on the current round, use half the fire value of last round's arrows to develop the percentage. As for normal arrow fire, if the point of aim is general sails, distribute damage proportionately.

Magical fireproofing of sails may reduce this base percentage chance. If the target ship is indicated to have some fireproofing, see the section on **The Arcane Connection** to determine the amount of protection provided.

If the sail catches fire, there is a 75% chance that the sail immediately above it (if any) will also succumb to the flames (subject, of course, to whatever efficacy of fireproofing that sail possesses). In this fashion, the sails on an entire mast may go up in smoke. It is possible that members of either the Sail or Archery details may be caught high in the tops or the rigging of a sail that goes up in flames; in most cases, they will have a choice of "fly or fry" - damage to a person from a burning sail is 2D4 points. Those electing to fly will be out of action as far as the present combat is concerned, and will probably drown if they do not know how to swim; there is a 90% chance that any seaman who is of greater experience than Green will know how to swim - for Greens, the chance (unless specified) is only 35%.

As mentioned before, a fire in a ship at sea is a very dangerous thing; it can sweep through the hull of a ship like a ravenous beast, devouring everything in its path. Most ships have designated fire brigades (in most instances, the Repair detail, with extra members

of the other details designated for full emergencies) to battle any conflagrations that occur; in most combat situations, buckets full of seawater are kept handy to hand to deal with this happening. There is always a chance that an errant arrow will start a blaze on the deck or elsewhere on the ship; this chance is 15% for each individual arrow which hits the deck areas (HS) on a given round. Such arrows will burn out quickly, and do not carry over to the next round. If this option is taken, no crew damage is allotted for HS shots so employed.

If a fire on deck should occur, it may be put out by the fire brigade, using a saving roll against the point value corresponding to the **GIVE** rating of the brigade plus 1 for each member of the fire brigade. A fire is started by a fire arrow, it will do 1D4 points of hull damage on the first combat round. For each round any fire burns unfought, subtract 2 from the saving roll base, and add 1 to the number of dice of damage the fire is doing; for each round the fire is fought (but not extinguished), add 1 to the saving roll base - the number of dice of hull damage should not be decreased until the fire is extinguished. Each fire should be treated as a separate case, since one could be being put out while another builds strength, and eventually engulfs the entire ship.

Catapult Loads

Catapults and ballistas are not uncommon on the various ships plying the seas. Even a small cargo hull has room for one on the foredeck and possibly the deck aft where the helmsman guides the ship. There are light and heavy catapults (the heavy ones can throw heavier loads or longer distances, sometimes both), as well as ballistas (a sort of giant crossbow, which can fire spears). The Artillery detail handles such weapons; there is normally only one such weapon on most ships (occasionally two, very rarely three - unless the ship is a line vessel used for war, which might carry an assortment of 3 to 6).

Aimed Catapult Fire

Catapults are designed to deliver a load in a fashion similar to a lob in tennis, an arching shot which falls on its target. Frequently large stones (50 to 500 pounds, with a normal weight of 200 pounds) are used as ammunition (those above 200 pounds require a heavy catapult), along with fireballs (bundles of rags, thoroughly oil-soaked, tied about small 30 to 50 pound rocks), aimed for the sails and upper masts, and the hollow clay balls called "breakables" (see "Magical Ammunition", below).

Catapult crews should be well-trained with their weapons. The less knowledgeable the crew is and the less trained, the slower will be their rate of fire; the less likely the shots will be to hit their target and the more ranging shots they will require (usually, up to five or six initial lobes are ranging shots - a hit on the first or second lob is a pure miracle). A heavy catapult would require a crew of four, and a light one or a ballista a crew of three (several additional men are necessary simply as ammunition carriers - a 250 lb. rock is not easy to move). The table below provides the firing rate (in 20 second combat rounds, given as catapult/ballista) and the ranging adjustment for the first few shots; the **GIVE** rating applies to the three or four men doing the aiming and firing - ammo loaders are not considered. The ranging adjustments in the table are only applied until the first hit is made, and are subsequently ignored; use the adjustment for the shot in sequence (the first one for the first shot, the second for the second, etc.) - if none of the shots have hit by the time the adjustment gets to +1, the GM should continue to use that adjustment until a shot scores.

CATAPULT CREWS and CREW CHIEFS

Rating	Rate of Fire	First Shot
Green	18/12 cr	+30/+25/+20/+15/+10*/+7/+4/+2/+1
Intermed.	14/9 cr	+25/+20/+15/+10*/+5/+3/+1
Veteran	8/6 cr	+15/+12/+10/+7*/+4/+2/+1
Elite	6/4 cr	+10/+8/+6/+4*/+2/+1

Aiming and firing the catapult are functions of the crew chief, who is usually the best marksman available on the ship. The base chance he has to hit depends on target size, and should be modified for wind conditions (waves and relative speeds) and distance. The wind determines the choppiness of the water and defines the relative speed of the target; also, it is much harder to lob a shot at a very close object than at a distant one (medium range is the easiest to hit). To fire a catapult shot, take the base chance for the target; add all adjustments, including ranging shot (if applicable). Roll D20; if the number rolled equals or exceeds the base number, the shot has hit. On the chart below, the upper line of numbers under "Distance" is used for catapults, and the lower line for ballistas.

FIRING by CREW CHIEFS

Chief's Rating	General Deck	Specific Sail	Wind Ca	Condition So/Mo/Br/St	Distance Sh/Me/Lo
Green	16	18	20	20	0/+1/+3/+6/+9 +6/0/+3 0/+4/+8
Int'med.	13	15	19	20	0/0/+1/+3/+6 +4/-1/+2 0/+3/+6
Veteran	8	10	13	16	-1/0/+1/+2/+4 +2/-2/+1 0/+2/+4
Elite	6	8	11	14	-2/-1/0/+1/+3 +1/-3/-1 0/+1/+3

CATAPULT RANGES

Weapon	Ranges	in hexes of the appropriate size. The figures given are in Short/Medium/Long order, and show the 60-yard hexes of the Sailing round on top and the 10-yard hexes of the combat round beneath.
Heavy	60:15/10/05 10:90/60/30	
Light	60:12/08/04 10:72/48/24	
Ballista	60:09/06/03 10:54/36/18	

If a 1 is rolled on the D20 at any time, even if the shot has hit the other ship, something catastrophic has happened to the catapult.

CATAPULT CATASTROPHES

- 01-40 The torsion ropes have broken; it will take 1 hour to restring them.
- 41-60 The turning and adjustment mechanism has broken down; double the amount of time required for each shot; if the catapult requires major shifting (the target has moved), treble the time required.
- 61-85 The aiming mechanism has been broken; further aiming must be done by eye - add +4 to the base chance to hit.
- 86-95 The arm has broken; if an additional throwing arm is available, it will take 2 hours to remount; if not, the catapult is useless.
- 96-00 The shot went straight up (a complete misfire), and has crashed down on the catapult area - the catapult is useless (01-85) or half the crew has been disabled or killed (86-00).

Targets may shift after a shot has been fired, and the catapult will then require shifting and re-aiming. If either vessel makes a 60° turn or better (this does not include a weaving turn of 30° in one direction and 30° back, to return to the original heading), the aim will have been spoiled and major adjustments will be required. Ranging shots will again be necessary, but they may start at the halfway mark in the list (denoted by a " * ").

Rocks will deliver 2D6 of damage per 50 pounds of weight to the hull of the ship when they hit, and there is a 5% chance (1 on a separate D20) of a critical hit for double dice of damage; if the shot hits a sail, it will do 2D6 point of sail damage, regardless of the size of the rock, and criticals are rolled for as for arrow fire. Each hull critical that is scored raises the chance for the next critical by 5%; after the first is scored, there is a 10% chance for the second, then a 15% chance for the third, etc. The sixth critical and beyond score triple dice of damage; this reflects the compounding of damage done by a series of shots.

There is also a limit to the weight of rocks that a ship can carry. There is no penalty for carrying up to 15 times the hull points in pounds of rocks. But for each additional weight equal to 5 times the hull points (or part thereof), the ship's speed will be slowed 10%.

Seaworthiness

On any turn in which a ship amasses damage to her hull in excess of a multiple of 15%, checks must be made for seaworthiness. The Repair detail must make a saving roll against their GIVE rating x 3, using the following adjustments: 15% = +2 to SR base; 30% = 0; 45% = -2; 60% = -4; 75% = -6; 90% = -8. A ship whose Repair detail misses its save is assumed to be taking on water faster than it can be removed from the holds. On the first miss, a portion of the Repair crew must begin manning the pumps, and are no longer available for other repair work; the number of men involved depends on the hull size: Heavy Cargo - 10; Light Cargo - 6; Cruiser - 8; Corsair - 4; Smuggler - 2. For each miss thereafter, the ship's speed is decreased by 20%; for every 4 additional men committed below decks as a bucket brigade, the decrease in speed can be cut by 5% (to 15% for 4, 10% for 8, etc. - the ship cannot gain speed for more than 16 men in the bucket brigade). If a ship sustains more damage than her hull can take, she will sink; the sinking process takes about 15 minutes to half an hour, and there is usually time to get most passengers, crew, and some valuable cargo off the hulk.

Fireball Missiles

As mentioned above, fireball missiles are rocks or jugs of oil wrapped in oil-soaked rags; these are lit and flung at the opposing ship(s). The purpose is to set fire to either sails or ship or both; the oil jugs being designed strictly for wide-spread arson. The only problem with fireballs is a tendency to go out (for ragged rocks) or possibly explode (the jug is up). The chart below is used when these missiles are being cast.

FIREBALLS

(Roll D100 before firing)

Artillery Rating	Fire Goes Out	Fumble (Explodes)	Successfully Lit - roll Hit
Green	01-30	31-50	51-00
Int'med.	01-25	26-40	41-00
Veteran	01-25	26-35	36-00
Elite	01-20	21-25	26-00

The fumbles indicated can be varied at GM's discretion. In the case of a jug, an explosion will spray burning oil over the catapult and a good portion of the deck, with an 80% chance of setting a shipboard fire. For the other style of missile, the cup of the catapult might catch fire (making it useless until the throwing arm is replaced), or one of the major members of the Artillery crew could be badly burned and disabled, etc. This last also applies to the jugs.

If the fireball missile is a rock, it will do normal damage for its weight, and have a 35% chance of setting a fire on the deck; this fire will do 2D8 of hull damage on the first round, and will add 1D8 for

each round that the fire is unfought (as above). If the missile is a jug, it will do no normal hull damage, but will have a 75% chance of starting a fire on the target ship; such a fire will do 3D8 of hull damage on the first round of burning, and will add 2D8 for each round that the fire is unfought.

Ballista Bolts

Ballista bolts are essentially large arrows (or spears); they are fired from a very large crossbow (the ballista), and are generally aimed at the hull of the ship (occasionally they are aimed at sails - this adds 2 to the firing base). The trajectory for a ballista is rather flat; the device is relatively easy to aim and reload. Ballistas are fired on "FIRING by CREW CHIEFS".

A light bolt weighs about 20 lbs. and will do 3D4 points of damage to the hull of a ship, a heavy one 30 lbs. and 3D8. Sails will sustain 3 points of damage from a ballista hit, regardless of size of bolt. The bolts have an chance of a critical of 10% and 15%, respectively, on hull hits; critical reduce the speed of the ship struck by 10%, due to drag from the bolt, and the water assumed to be being shipped.

Magical Ammunition

Occasionally, catapult loads and ballista bolts are enchanted and spells embedded; usually these are Accuracy spells, increasing the likelihood of a shot hitting by 1 or 2. Rarely, those embedded are Damage Intensifier spells, which will raise the amount of damage done by the load by 25%, 35% or even 50%. Both of these types of spell are costly, however, both in money and Tau power, and are seldom used unless the situation is either very special or very dangerous.

Breakables are hollow clay balls, fully enchanted and embedded with spells like Slumber, Sticky Strands, Itch, Hot Shot, Zapper, or other minor or nuisance magic; these shatter easily on contact with any relatively hard surface or object (like a ship's deck, or a man's head). Since embedded spells fire off when a magic item is destroyed, the clay breakables are a reasonably cheap and efficient method of delivering spells into the presence of the enemy.

GMs are encouraged to think up other forms of magical ammunition on their own. A word to the wise is in order, however; ammunition of this type should be neither powerful nor very cheap nor easy to come by. A list of the various breakables, their costs and effects is given in the section on "The Arcane Connection". The arcane arts do take a long time to learn, and have cost the wielders thereof a lot of energy and expense - they will usually try to recoup some of the money, at least, by charging respectable prices for their wares.

Special Critical Hits

There are occasions when a catapult load will do extra or unexpected damage. Any time the "to hit" roll exceeds the base needed by 15 or more (remember, one may re-roll and add half the result on any 20 roll), one of the special criticals listed below has occurred.

SPECIAL CATAPULT or BALLISTA CRITICALS

- 01-10 **Important person is hit by shot**
Refer to "Death Table" in Arrow criticals to determine victim. Victim receives 2D3 points of damage.
- 11-18 **Opposing ship's catapult is damaged**
The opposing ship's catapult or ballista receives 2D5 points of damage. Light catapults and ballistas can handle 7 points before uselessness, and heavy catapults 10 points. Each point of damage adds 1 to the weapon's "To Hit" roll.

19-33 Mast is struck, and falls

(Catapult only; if ballista, treat as 2 times normal damage.) The base of a mast is struck, cracks and falls. Determine the mast randomly. An additional 25% will be deducted from the speed of the ship so struck, due to the drag of the mast in the water, until it can be cut loose. A saving roll is made against the GIVE value of the FO plus 1/2 point for each GR crewman participating in the cutting, 1 for each INT and VET, and 1.25 for each EL, up to a maximum of eight crewmen working. The mast will be cut free 3 combat rounds (1 minute) after a successful saving roll is made.

34-50 Upper portion of mast is struck, and falls

As above, but the additional speed loss is only 10%. The saving roll for cutting loose is the same, but receives a bonus of 3, since there is less work to be done.

51-55 Helm is disabled

The wheel or steering oar of the opposing ship is hit and disabled. The ship will continue in the direction she was headed when the shot hit (if in a turn, the ship will continue turning, if going straight, she will continue straight); no changes in direction are allowed until the helm is fixed - and that's not very likely in the middle of a battle.

56-70 Shot damages 2D3 people

Determine victims (in a given area) randomly; each receives 1D4 points of damage.

71-75 Shot kills 1D3 people

As above, but they're "not only merely dead, they're really most sincerely dead!"

76-92 Shot does 2 times normal damage

93-97 Shot does 4 times normal damage

98-00 Shot does 8 times normal damage

Captains' Reputations

Many of the corsair captains have developed widely known reputations, some as bloody handed murderers, others as "businessmen" whose concern is the cargos of the ships they waylay, still others as very fair men who will release unharmed the crews of the ships which do not fight. The various captains are identified by their flags; there is a 40% chance that a flag on a corsair will be recognized by the crew of the quarry. A pirate captain's reputation is a positive or negative numerical value which is added to the Morale value (3 x crew GIVE rating) of the crew of the opposing ship. Checks of this type are made when the corsair first heaves within firing distance, after each multiple of 15% casualties has been sustained, when grapples have been successfully attached, and when the first round of boarding has been completed. Saving rolls are made against the adjusted Morale rating; if one is failed, the crew will surrender - if possible, they will haul down their flag.

GRAPPLING AND UNGRAPPLING

For grappling irons to have a chance to land on the opposing ship, the two vessels must be within 2 cr hexes (or 20 yards) of each other. The casters of the irons and lines must be specified (usually from the Sail detail); the chance of landing the grapple on the other ship is a saving roll against 8 + GIVE at a distance of 20 yards and 11 + GIVE at 10 yards - each caster should be rolled for individually. On a cast of the iron, a miss requires 3 combat rounds (one minute) to pull the rope back and recoil it. It requires a minimum of 3 grapples to allow ships to be fastened together; since both ships involved are usually moving, it is not hard for the helmsman to steer toward the

other ship and aid the grapplers. It requires about 3 cr for a grapple to be secured once it has fastened on the other ship - it is during this time the other crew have chances to dislodge the metalwork.

Once a grapple lands, there is an immediate chance for the defending crew to loosen the grapples and throw them off. There is a 35% chance that some member of the opposing ship's Sail detail will be in position to do cast off the iron seeking purchase on the sideboard of his ship; if so, a saving roll against 8 + GIVE (GMS should use the average for the Sail detail) means the grapple has been simply loosened and tossed overboard. On the next three combat rounds, there are chances (35%, 65%, 90% respectively) that members of the Sail detail may attempt to cut the rope(s) attached to the grapple; a saving roll against 6 + GIVE (again, the average for the Sail detail) means the rope has been cut and the grapple lost to the attacking ship.

During both the attempts to grapple and attempts to remove successful grapples, the archers of both vessels are likely to be training their fire on those crewmen making the attempts. These men will be in very exposed positions, and subject to first choice when hits on various people are doled out; if they are incapacitated, and replacements aren't available, the entire grappling (or ungrappling) operation would be put in jeopardy.

BOARDING ACTIONS

Once the ships have been brought hull to hull, it is possible for a group of men (about 15-20 per combat round) to scramble from one deck to the other. Usually there is a fairly bloody fight, and eventually either the corsairs are beaten off (very rarely) or the crew of the quarry ship are beaten into submission (a normal result). This section discusses methods of handling mass actions on board ship; there are three major ways - individual combats (in which everybody's fight is handled separately), mass actions (in which everybody, including player characters, is lumped together), and mixed actions (in which player characters are allowed a certain amount of autonomy).

Mass Combat Resolution

If the GM and his players are not into playing out each of the twenty or more individual skirmishes that are occurring simultaneously during a boarding action, they may use the rules provided below to resolve each round of the attack as a single action. The time frame involved is the standard 15 second melee round (mr). This method does tend to ignore role-playing in the interests of speed; if player characters are involved in the combat using this method, they should be treated as just another statistic.

PROCEDURE for BOARDING ACTIONS

- 1.) Circle the numbers of any crewmen in the boarding (attacker) or repelling (defender) party on the Crew Roster. If there is to be a reserve (and there will likely need to be, given the limited number of crewmen able to cross in the first wave), it is suggested that a box be drawn around the numbers of those crewmen assigned to it. Include players if they have been assigned to any of these parties.
- 2.) Total the combined GIVE ratings of each party. Roll D10, and consult the column on the Boarding Party Casualties table below to determine the number of successful individual attacks. Move 2 columns to the right for the defending party on the first round of boarding (to reflect their ability to use boarding pikes to good advantage against the onrushing invaders), and move 3 columns to the

right for the attackers on the second round of the action (to reflect the shock value of the attack, and the reduction of the defending party's general effectiveness while changing weapons). If the total of the GIVE ratings for a party exceeds 210, break the number into two or more portions (210, plus the remainder), and roll twice, once on each of the appropriate columns; total the casualties derived.

BOARDING PARTY CASUALTIES

Die Roll	Total of GIVE Ratings in Combat						
	1-30	31-60	61-90	91-120	121-150	151-180	181-210
1	0	1	2	4	7	9	11
2	1	2	3	6	9	11	13
3	1	3	4	8	11	13	16
4	2	3	6	10	13	16	19
5	2	4	7	11	15	18	22
6	2	5	8	12	17	20	24
7	3	5	9	14	18	22	26
8	3	6	11	16	20	24	28
9	4	7	13	17	22	26	30
10	5	8	14	19	24	28	32

- 3.) For each successful attack indicated, roll D100 on the table below to determine the injury sustained.

01-08

Death

09-20

Mortal Wound

This counts as 4 points of damage. No further combat is possible. The character will die within 2D10 combat rounds if he is unattended by a knowledgeable healer; those characters with First Aid skills must make saving rolls (40% for basic training, 60% for Master of First Aid) in order to treat such a casualty successfully. It is suggested that a mortal wound be marked on the Crew Roster as "rMs", where 'r' is the round in which the wound was taken, 'M' stands for "Mortal", and 's' is the number of combat rounds the victim can survive without attention.

21-55

Serious Wound

This counts as 2 points of damage. Casualties must make a successful saving roll against STM to continue fighting. For general seamen, assume a STM of 15; those who survive for any length of time at sea tend to be the hardy ones. It is suggested that a serious wound which prohibits further combat be marked as "rS", where 'r' is the round in which the disabling wound was taken, and 'S' indicated "Serious" (or "stopped").

56-00

Light Wound

This counts as 1 point of damage. There are no other special effects.

- 4.) Determine which of the characters in the affected party receive the effect of these injuries by rolling the appropriate dice (e.g., if there were 18 total members of the boarding party, the GM could roll D20 - ignoring 19 and 20 - to determine who got the injury; for 24 people, he could use the results of D8 coupled with D3, where a roll of 1 on the D3 indicated boarders 1 to 8, 2 showed 9 to 16, and 3, 17 to 24). Mark all injuries on those who received them. If any character sustains damage points equal to his GIVE rating, he is disabled and unable to continue combat; if he takes damage of 2 points or more over his GIVE rating, he is dead. If any character, regardless of GIVE rating, sustains 4 points of damage in an action (from any possible combination of wounds - 2 Serious, 1 Serious and 2 Light, or 4 Light), he is Dangerously wounded, and is unable to continue fighting. An exception is made for those characters with a STM of 17 or higher, who may elect to make a saving roll against STM upon reaching this point - they may continue

fighting if successful; however, if they are wounded again, they are considered to be Mortally wounded (see above).

- 5.) After all injuries have been allocated to their respective victims, each side should retotal the GIVE ratings of those seamen still active (all disabled and dead should be ignored in doing this computation) and in combat. A new combat round can now begin.

Concluding the Battle

Pirate crews are permitted to make their own decisions about when and if they will withdraw from a boarding attempt. The crews of the vessels which are the quarry of the corsairs, however, seldom fought to the last man. To reflect this, each ship uses Morale Rating (3 x the overall crew GIVE rating) and Casualty Limit (expressed as a percentage of the total crew - normally 40%). Once the Casualty Limit has been exceeded (in terms of total casualties, although the boarding action will probably produce the majority of them), the defending crew must make a saving roll against their Morale Rating - if unsuccessful, they will surrender immediately. In this context, "casualty" refers to any wounded person, even if that person is still fighting. For each additional 10% casualties taken, a new saving roll must be made, each time at a penalty of 2 (cumulative); this process continues until the pirates are repulsed, the defenders surrender, or one side or the other is slaughtered to a man.

Example:

A merchant vessel has an overall crew GIVE rating of 4.72, thus a Morale rating of 14 (3 x 4.72 = 14.16, rounded down), and a total crew of 20. The Casualty Limit is normal (40%). When 8 of the crew have been wounded (this includes injuries sustained during the missile firing phase of ship-to-ship combat), the crew of the merchantman must make a saving roll against their Morale Rating (14 or less on 2D12) to continue fighting. If the first roll is successful, additional saving rolls must be made whenever 2 more members of the crew are wounded - when casualties reach 10 (50%), SR=12, at 12 (60%), SR=10, etc., deducting 2 for each additional 10% casualties sustained.

It is conceivable that either side may have some reinforcements or reserves to bring into the battle. On the combat round that reinforcements arrive, add their GIVE ratings to the group combat total. If the attacker receives reinforcements totalling 20 GIVE or better, immediately lower the defenders' Morale Rating by 1; if the defenders receive reinforcements of 20 GIVE plus, immediately raise the defenders' Morale Rating by 1 point. It is not necessary to make a saving roll at this time; it can be made at the next appropriate instance.

Mixed Actions

If players are wary of placing their characters into the above combat resolution cycle (it can be a veritable meat-grinder), but seek to avoid playing out all the many NPC struggles going on, it is possible to use a mixed method which incorporates both individual fighting and mass combat.

In this mixed method, the player characters and their immediate foes are removed from the Crew Roster, and fight their battles using normal combat rules. All combat occurs simultaneously, using normal 15 second melee rounds, and wounds suffered by either attacker or defender do count toward the attainment of casualty limits. If an individual player character vanquishes a foe, and the battle is still raging about him, he may select another foe at random from the opposing Crew

Roster. When crew members are selected for this type of combat, their HTK are determined as:

$$(GIVE \text{ rating} \times 3) + 10 + 1D10$$

assume a HACØ of

$$(9 - ((GIVE + 1) / 2))$$

with whatever weapon the NPC is using. Damage for given weapons is normal, with chances of extra dice for STR (roll D100: 01-80 = 0; 81-95 = 1; 96-99 = 2; 00 = 3), and 1 extra die (expert) for either VET or EL rating.

If a player chooses to use his character in the individual form of combat, and the number of crew on the two sides is not relatively equal, the player must roll a D6 to see if his own combat is one-on-one; on a result of 1, he is involved in a multiperson combat. If attackers have the larger forces, there will be an NPC fighting at his side against the current foe, receiving attacks and wounds in the normal manner; if defenders outnumber attackers, the character is fighting two foes and must defeat both to triumph (possibly to survive). Once a player selects the individual combat option, he must continue to fight in that mode for the remainder of the engagement.

If any character involved in individual combat should receive damage equal to or greater than 40% of his total HTK in a single melee round, he is considered to be Seriously wounded, and must make a STM saving roll to continue fighting. If any character takes 60% or more of his total HTK in a single melee round, he is considered Mortally wounded, and out of the battle. Very seldom, given the relative abundance of possible opponents thundering about the deck, will a NPC take the time to "finish off" a groaning and recumbent foe; only 5% of the time will this occur. Thus, there is usually a chance, assuming the player's mates are successful, for him to survive, even if he is Mortally wounded.

EXPERIENCE AT SEA

Experience gained while engaged in piratical activities can be divided into two types - that which pertains to seamanship alone, and that which adds to normal experience levels. Experience awards which pertain to seamanship are:

- 20 per day spent at sea
- 200 per chase of quarry
- 100 per ship to ship combat, + other awards for successful saving rolls, etc., while acting in special capacities (catapult crew or chief, on Archery detail, Repair detail, etc.)
- 200 for participating in a boarding action, +1 per GIVE point of the other ship

Experience awards which may pertain to normal levels of experience are:

- 50 per GIVE point for vanquishing a foe in individual combat
- 25% of the realized value of any loot received personally from piratical expeditions

Half of the experience accumulated in this category may be applied to seamanship.

SEAMEN'S TRICKS

Ungrounding

Grounded ships can occasionally be towed off by their boats, or kedged off, or floated off if the tide

rises (of course, if the ship grounded when the tide was high, this will likely not work).

Towing off requires a minimum of two ships' boats (minimum crew for a boat is 6, maximum is as built) rowed by 1 man per 10 points of hull (e.g., a large cargo hull requires 35 men in the boats). This allows a saving roll against base 13 to loosen the stuck ship; for each 2 men less than required, subtract 1 from the base number before attempting the save - for each 3 men more than required, add 1 to the base. This saving roll may be repeated hourly, but subtract 1 from the base each 2 hours. Men cannot handle this duty longer than about 12 hours before exhaustion (and occasionally, the vagrant thought of mutiny) sets in; there will be a morale drop of .1 per hour for each hour men are used in this type of towing operation.

Kedging is a process of paying out cable or chain attached to one of the anchors, using the ship's small boats, and then reeling in on the capstan. The process is 85% successful, but is very time consuming. It will require from 2 to 4 hours to pay out cable and anchor, and 2 hours to wind the capstan; each kedge will move the ship 1D20' (a ship will have grounded herself 1D6 x 10' onto the obstruction). There is a 15% chance that the cable/chain will part during each kedge; this would likely necessitate a dredging operation (dragging the bottom with grapples on long lines) to attempt to recover cable and anchor (there is a 5% per hour per line chance of successfully snagging the cable - only three lines per boat are allowed, however).

Floating off requires a rising of the tide. In a given area the tide will rise 2D6' once a day. If this is sufficient to free the ship from the obstruction, all well and good - she can then be towed or sailed a good distance away. If the ship grounded at high tide, of course, some other method will be necessary.

Wetting the Sails

Wet canvas will hold more wind than dry, and an old sailing trick to increase speed was to wet down the sails. This process is handled in the same manner as remounting sails, using buckets of sea water hauled up on ropes and poured over the sails from their spars; the time factor is about 1/3 that of a remount. A speed increase of 1/6 can be achieved by drenching.

Sea Anchors

In a storm, frequently the Captain will order a sea anchor prepared. This is a collection of spars and pieces of mast lashed together and fastened securely to a long cable; it is thrown overboard, attached to the stern of the ship, and will generally (85%) keep the bow of the ship pointed into the waves as it trails along behind. If it is not successful (and it is used normally only when the masts and other sail carrying apparatus has been broken or carried away), the ship will most likely capsizes.

Stealing Wind

A ship's speed depends on the amount of push on the sails she gets from the wind; the less wind in her sails, the slower she will sail. If a ship can get between the wind and her quarry (the ships must be within 240 yards of each other), the speed of the target ship will halved, due to the loss of wind. To accomplish this properly, the pursuing ship must have full normal sail raised, and must either be directly in line of wind to target ship or no more than one point off the direct line.

Cutting Out Expeditions

Occasionally a ship heartily desired by the corsairs will take refuge in a well protected area

(under the protection of a fort perhaps?); this will necessitate a raid in small boats to capture the ship and sail her out of her safe harbor. While this is an exciting adventure for all concerned, a slip could cause the capture or deaths of all involved, which would spell disaster for the pirate vessel (the loss of crew might leave her so undermanned that she could not be sailed).

If the GM and his players decide to try a cutting out expedition, all details are up to them; however, a few points should be made. First, the quarry will most likely be alert (she was chased in her by her pursuer, and her Captain knows they're out there!). Second it will require a minimum of 2/3 of her minimum crew to set the sails and guide the ship out. Third, if combat develops (not unlikely in such a process), it should be handled like a boarding action; the prize's crew will, however, be at a morale penalty of .50 for purposes of surrender, etc. (it is assumed that shore is close enough to swim to).

THE ARCANES CONNECTION

Not all ships will carry mages on their voyages; in fact, damned few will - it's a terrific expense, and most merchant Captains are not about to sacrifice that much profit unless the circumstances warrant (a verry valuable cargo, or passenger, a voyage through an area reportedly infested with pirates, etc.). Many warships, particularly those on pirate hunting expeditions, will staff mages, and pirate vessels will occasionally carry one on a voyage (if the Captain feels that the expense is worth it!). If a mage is carried, he should be able to use a number of different styles of spell to earn his portion of the loot (or his negotiated pay, on the non-piratical vessels).

If the GM wishes to design mages for use on ship board, he may create the base character using methods described in Thieves' Guild I and Thieves' Guild II; there is also a short list of spells in these volumes, and additional fairly specialized spells have been included in this volume as well. The basis for casting spells is Tau power, an internal energy developed by mages and used to (attempt to) control the awesome forces of the universe; Tau power for an individual mage is determined in much the same manner as are HTK, but uses TAL and STM (Talent, instead of Strength, and Stamina) for the base Tau die. The initial amount is the full TAL + STM + the roll of the Tau die, and the mage receives an additional die of Tau power (as immediate use) for each level he rises. If a mage expends all his Tau power, he can no longer cast spells until he has rested and regained a modicum of his power.

Mages develop in experience as do all characters, but while their progression in ability with spells is tied to experience progression, the two states are not necessarily the same - a 8th level mage may be very good with one type of spell (Rank 13-14), but quite poor with another type (Rank 3-4) which he has not used to any extent. In this book, few mages will be described individually (in Lair of the Freebooters, a separate book detailing a pirate town, a number of shipboard mages are described); if the GM creates a mage, the character should be listed in terms of his requisites (STR, STM, etc.), general experience level, Tau power, and average ranks in seven general classes of spells: aimed Missile spells, spells for Protection, Weather Modification spells, Elemental Summoning and Control, the Healing spells, general Repair spells, and

"other" spells (this is a lump category for all spells which do not fit in one of those previously mentioned). Ability Ranks within the six general classes are described in much the same manner as the overall experience levels (GIVE rankings), and are given in the small chart to the right; these generalized rankings will control the mage's ability to cast those spells given in Spells for Shipboard Mages below. If the players desire to locate a mage in a given seaside area, Locating Mages can be used; it includes the percentage chances that the mage will be at home, that he will agree to do work for the group, and that he might agree to travel with them (for a price, of course).

Some mages, those lucky few who have been able to secure one (about 5% of all mages have them), use Tau batteries; these are small items which have been thoroughly enchanted, and are embedded with spells of facilitating the storage of Tau power, thus providing an excess of such energy during combat or for the casting of super-powered spells. Those mages who do have Tau batteries usually make a practice of pouring off whatever excess power may remain at the end of a day. There are, of course, limits to the amounts of power that may be stored in an individual Tau battery, but it seems to depend on the capabilities of the maker, rather than the substance of the battery itself - although the best batteries are reportedly made of electrum (an alloy of gold and silver); energy which is transferred into a Tau battery at its peak is simply lost, although there is a small chance that the battery may be totally ruined. If given mages should have Tau batteries, possession will be noted in the description, along with current power available. When GM's create a mages, there are chances (listed in the chart) that each will have a number of "special effects"; these are magic items of various types (GM's discretion as to description), and any mage has a 5% chance, if he has one or more "special effects", that he will possess such a battery.

Energized Missile Spells

This type of spell includes Fireball effects, Lightning Bolts, Magical Missiles, and all the various spells that function by directing energy to strike at a distance. The energy spells allow no saving roll in themselves - if one gets hit by an energy bolt of some description, there is just no way to take partial damage; either one is missed, or one fries! What saving throw there is, is accounted for by the mage's aiming capability, which depends on the size of his target and his own level.

Base Distances

Size	Distance
Tiny	2 yds.
Small	5 yds.
Mansize	10 yds.
Group	15 yds.
Large	20 yds.
Huge	25 yds.

The energy spells are targeted by the mage using his own coordination as a base for a saving roll. This base is adjusted according to the size and distance of his target. Multiply the mage's level by the number of yards corresponding to the target's size; this is the distance at which he uses his CDN as the base for the saving roll. For each distance increment the mage is farther is from his target, apply a penalty of 1 to the saving roll; for each increment of distance the mage is closer to his target, apply a bonus of 2. On the high seas, it is not too unfair to apply a correction to simulate chopiness of the water, as caused by the wind conditions. Since it is not very likely that a combat will be in progress in a gale or worse, the chart to the right goes only to

each distance increment the mage is farther is from his target, apply a penalty of 1 to the saving roll; for each increment of distance the mage is closer to his target, apply a bonus of 2. On the high seas, it is not too unfair to apply a correction to simulate chopiness of the water, as caused by the wind conditions. Since it is not very likely that a combat will be in progress in a gale or worse, the chart to the right goes only to

Ability	Abbr	Rank
Very Weak	VW	1-2
Weak	WK	3-6
Average	AV	7-10
Strong	ST	11-15
Very Strong	VS	16-20
Expert	EX	21+

"strong" winds. All of the various corrections should be added to the mage's CDN, not to the die roll for the saving throw. In all cases, rolls of 2 will always indicate success, and rolls of 24 always indicate failure. If the spell misses, the GM should make allowances for the amount by which the saving roll was missed; if it was a very close miss (only 1 or 2 off making a low or difficult roll), he might award minor damage to objects other than the target; if it was a really bad miss, there is no effect (the mage may blast a few hundred seagulls out of existence, but on the high seas, who misses gulls?). Conversely, if the roll is made with lots of room to spare, the GM might award a little extra damage or effect for good aim on the mage's part. (GM's Note: This method may be used under most circumstances for the various energy missile spells. It is not necessarily limited to use on shipboard; the size differential will work on dry land just as well, and the correction for water toss and heave could be used for running target, or for the amount of bushes in the way, etc.)

Wind Corrections

Wind	Adj.
Calm	0
Soft	0
Moderate	-1
Brisk	-2
Strong	-4

Defensive Spells and Items

Defensive spells are a class unto themselves. They are occasionally used during a combat, but are at other times applied well before the onset of conflict. Such spells include Fireproofing (for sails, ropes, even the wood of the ship's decks), Strengthening of Materials (to prevent easy tearing of the sails when struck by arrows, etc.), Missile Repulsion spells of one sort or another (for protection of key personnel), and anything that is not directed at damaging the enemy but rather at preventing the enemy from damaging the defenders. In many cases, the mage on board will cast these various spells (providing he knows them) while the chase is in progress, since they will wear off with the passage of time. If the spells on a ship might have been applied at some time in the past, use Protective Spells - Costs and Durations, below, to determine the current efficacy of their protection, dependent on type and ability of mage casting - this chart can also be used if the players wish to have any special arcane effects applied to their ship.

PROTECTIVE SPELLS - COSTS and DURATIONS

Mage Ability Ranking	Fire Proofing Time Cost	Strengthen Materials Time Cost	Missile Repulsor Time Cost
VW	1 wk 5/pt	3 wk 5/pt	2 wk 10/pt
WK	2 wk 7/pt	4 wk 7/pt	3 wk 15/pt
AV	4 wk 10/pt	6 wk 10/pt	5 wk 20/pt
ST	6 wk 13/pt	8 wk 13/pt	7 wk 30/pt
VS	8 wk 17/pt	12 wk 17/pt	10 wk 40/pt
EX	10 wk 20/pt	16 wk 20/pt	13 wk 50/pt

The duration given in the chart above is the amount of time before the spell in question drops 1 step in efficacy. Fireproofing spells steps are 80%, 60%, 40%, 20%, and worn off; strengthening spells go in steps of 50%, 35%, 20%, and worn off; there are no steps for the missile repulsors - at the end of the time period, they are gone. Spells are not stackable (cumulative effect not applicable when multiple charges of same spell are applied); in fact, a new charge of the same spell cannot be laid on an object (with certain exceptions) until the old spell has worn off - the attempt has been made many times, but none have so far been successful.

Breakables

Additionally, a mage may spend time during the chase in preparing a number of "breakables", hollow clay balls (pre-enchanted, of course) embedded with various low-power nuisance spells, which can be fired

from the catapults, or even (if the clay ball is small enough) fastened to arrows and delivered to the target by bowmen. Breakables are a very common shipboard defensive item, and few ships will be found without at least one or two tucked away in a safe area.

Breakables are relatively cheap, and generally helpful, but have an annoying habit of wearing out over a period of time. The chance of a breakable proving to be a dud is given in the small chart to the right, and depends on the relative ranking of the mage creating them. When the breakable hits, check to see if the charge goes off; if it misses its target, of course, it doesn't matter whether the charge was good or not. Breakables will usually cost from 150-250 GP each; the prices of the various breakables are included in the spell effect descriptions below - pre-enchanted breakable balls, in a variety of sizes, cost 25-40 GP each.

Ability	%/Month
VW	15.0%
WK	8.0%
AV	4.0%
ST	3.0%
VS	2.0%
EX	1.5%

The spells normally used in breakables are:

Slumber (200 GP) - any person within a 15' radius of (SL) the burst point must save or fall asleep; sleepers may be awakened by 2 mr or cr of shaking.

Sticky Strands# (250 GP) - the burst sprays a mass of (SS) gluey strands over an area 15' in radius; anyone caught in the strands must make a saving roll against STR twice to break free; the strands will last for 1 minute.

Hot Shot# (150 GP) - is a fireball effect, equivalent (HS) to 5 fire arrows for purposes of starting fires on deck, or on sails (for sails the effect lasts only one cr instead of the two of fire arrows); any one within 5' of the burst point must make a saving roll against REF, or sustain 1 point (or 1 die, for players) of damage from the flash.

Zapper# (250 GP) - is a miniature bolt from the blue; (ZP) its major purpose is to rip sails and sever ropes; if it lands within 10' of a mast, it will do 2D5 points of damage to the sails, and there is a 35% chance that it will sever 1D3 ropes; anyone within 10' of the burst point must make a saving roll

against STM or suffer 1 point (or 1 die, for players) of damage from the discharge.

Itch (200 GP) - any one within 15' radius of the burst (IT) point must make a saving roll against MGR or be subject to painful itching all over his body; those affected will continue to scratch (being unable to think of anything else) until a saving roll against 1/2 STM is successful - this may be repeated every minute (4 mr or 3 cr).

Confusion (250 GP) - anyone within 15' radius of the (CF) burst point must make a saving roll against MGR or be befuddled and confused for 2D4 minutes; during this time, any actions undertaken must be under the close supervision of another person.

Shrapnel (150 GP) - the burst sprays the surrounding (SH) 25' radius area with small bits of fired clay, glass, and metal (those breakables destined to be embedded with this spell are made with many pieces of glass, chain links, nails, etc., as part of their clay composition); a saving roll against REF is required by anyone in line of fire from the burst point - if successful, only 1 point (or 1D6, if player) of damage is sustained; otherwise, the victim will take 1D3 + 1 points (or D6) of damage from the flying debris.

Choking Vapors (250 GP) - a dense cloud of smoke is (CV) released from the shattered ball; anyone within the cloud (10' radius around burst point) must make a saving roll against REF to avoid breathing the vapors released, and a session of sneezing, coughing, and watery eyes; in this state, the performance of any concerted action depends on a saving roll against STM (for each action which is attempted); the cloud lasts for 2D3 minutes.

Fog# (200 GP) - for a radius of 10' around the burst (FG) point, visibility drops to near zero (the old London pea soup fog); the fog will last for 2D4 minutes before it is blown away.

Saving rolls against MGR are applicable in these instances, and it is assumed that the average seaman has a MGR of 9 + 1D6. If the spell is an area effect, indicated by "# " next to the spell name, the saving roll is against the ship (wood has a MGR of 8), not those of the seamen in the area.



Speed and Weather Control Spells

Another type of defensive spell is the "go-faster" variety. This may be a Speed spell (which reduces friction, rather than actually speeding the ship up) placed on the ship herself (although it usually takes a very powerful mage to handle this job), or "Canned Wind", a potent spell which will locally (for a radius of about 5 hexes around the caster's ship) increase the wind speed (these are usually prepared well in advance, and should be treated as magic items rather than spells).

In some instances, this type of spell could be the summoning of a water or air elemental to propel the ship through the water at a much greater rate (it takes a big elemental to handle this, correspondingly hard to control), or a fire elemental to attack the other ship. Occasionally, elementals summoned for speed up purposes have also been commanded to attack opposing ships, but once the ship bearing the summoning mage has sailed out of control range, the elemental (who has not yet been dismissed) is quite likely to fly (maybe puddle?) into a rage, and may attempt to catch up to its summoner's ship to attack it and him. It requires a special relationship with the regions of the other planes to properly summon and control elementals; of the many mages who have attempted such spellcasting, many have also discovered, to their sorrow, that they were not as adept in this area as they would have wished.

Weather control spells are occasionally used by shipboard mages, particularly those dealing with the wind (see above); occasionally a Fog spell will provide safety in concealment for a pursued vessel, or a quick Rainstorm, which can range from a dreary drizzle to a crackling, raging thunderstorm, will drive the attacker away, or allow the quarry to slip into a harbor or safe haven. Only rarely will a mage wish to raise a truly great storm, for it could wreak havoc on his own vessel as well as that of the enemy, and such magic requires both long preparation and long time spent in casting - in addition, the effect is not instantaneous, but will require many hours to build to a climax. Occasionally weather control spells might also be used simply to hasten a voyage, usually when the cargo is perishable or exceptionally rich.

Repair and Healing

One of the most frequently requested abilities in shipboard mages are the various repair spells, enabling the caster to meld broken wood, shattered stone, and bent and twisted metal into its original form. The healing spells do the same for broken, shattered, and bent and twisted flesh. Unfortunately, these spells are not of the sort ordinarily studied by mages likely to seek employment aboard ship. Those knowledgeable in these spells command far higher remuneration than the "ordinary" battle mage, but are very hard to find.

SPELL EXPLANATIONS

Missile Spells

Carrier - is the basic magical missile weapon; it can be used either to cause damage itself, or to carry Energy or another spell to its target. Damage listed in the spell chart is that done to man/sail/hull. Carrier is a prerequisite for delivery of any other missile-style spells, and aiming it is discussed in the section on Missile Spells, above.

Energy spells come in a number of types. Attenuation rate (Att. Rate) is the distance an Energy/Carrier combination will travel before losing half its current power (i.e., at more than 20 yds, for a weak mage for instance, a 20-Die Energy bolt will fall to a 10-Die

missile, at more than 40 yds, 5-Die, etc.); if the damage delivered falls below 1 point (not 1 die), the power is exhausted, and the spell fails. The spell striking will cause dice of damage depending on the amount of Tau power pumped into it; the damage die itself depends on the physical characteristics of the mage wielding the power - see the chart on the left. The

two most popular forms of Energy are:

Flamebolt, Fireball, etc. - a basic Energy/Carrier spell, in the form of flame. It tends to fly in ball form, and explodes on impact, delivering damage in a widening circle of rings of hexes. Damage for the rings is given in the chart below - Flame is the top line of each pair ("TGT" indicates target hex); divide the original total damage done by the number indicated to get damage done in the appropriate rings. If damage done in a given ring descends below 1 point, the spell is exhausted, and will do no more damage in the outer rings.

DAMAGE POTENTIAL

	Flame - ring Lightning - object	TGT						
			1st	2nd	3rd	4th	5th	6th
VW	I	4	8	16	16	32	32	
			1	4	16	32	-	-
WK	I	4	4	8	8	16	32	
			1	4	8	16	32	-
AV	I	2	4	4	8	8	16	
			1	4	8	8	16	32
ST	I	2	2	4	4	8	16	
			1	4	4	8	16	32
VS	I	1	2	4	4	8	8	
			1	2	4	8	16	32
EX	I	1	2	2	4	4	8	
			1	2	4	4	8	16

Lightning, Thunderbolt, etc. - electrical energy instead of flame is used in this spell. It travels in a straight line, and does damage to objects in that line in a descending ratio - see the chart above; Lightning is the bottom line of each pair.

Bash - a magical equivalent of a ramrod. The spell will, depending on the power pumped into it, do just about anything up to punching a hole in a stone wall. Bash operates on a very narrow front, and thus is not overly effective against mass infantry charges.

Accuracy - when cast on weapons (usually missiles, as it is only a one shot thing), this spell will grant a "to hit" bonus to the object in question. Weak or very weak mages have a chance of the spell failing to take effect at all, as indicated. Accuracy will raise the "to hit" bonus by 1 for each application, but the bonus limit per object is given in the spell chart.

Damage Intensifier - may be cast on close weapons or ammunition for missile weapons, to increase the effect of a hit. It is a one shot spell, but will last until a target has been struck (any target, not necessarily the intended target). For missiles, it will last 1 shot; on close weapons, it will last 1D6 blows.

Protective Spells

Fireproofing - application of this spell to an object (in this case, sails) will afford it protection against combustion. The spell, when new, will negate 80% (4/5) of the fire's potential for setting the object alight; this will decline with age to 60%, 40%, then 20%, as described in the section on Missile Spells, above. If the object catches fire, Fireproofing is useless in terms of retarding flames.

Missile Repulsor - creates a shell of protection around the recipient which will prevent the passage of missiles. The spell repels missiles up to the number of "points" originally established for it, each round that it is in effect. Arrows, darts, thrown knives, etc. (small missiles) are worth 1 point; quarrels and thrown axes, 2 points; javelins, 4; spears, 6; ballista bolts count 12 for light and 18 for heavy; catapult rocks will register 15 points per 50 pounds of rock. Missile Repulsor will also protect against Bash, at an even exchange, 1 point per point of realized damage.

Strengthen Materials - this spell will increase and augment the basic strength of materials. Each type of material is classified in the table to the right; for each expenditure of Tau points the class may be raised, or lowered, one class; however, raising or lowering a material's strength by more than one class requires an incremental expenditure of Tau power. In other words, if it would require 5 Tau points to raise the strength a material 1 class, raising it 2 would require 15 (5 + 10), 3 would cost 30 (5 + 10 + 15), etc. - should a given material have been previously strengthened, this progression would also apply, but it would start at whatever step would be applicable. Operation of the spell does require the mage to be in physical contact with the piece being affected; no material can be affected long distance. On sail cloth, this spell will, when new, negate 50% of the damage inflicted by missiles; as it ages, the portion will decrease to 35%, then 20%, as described in the section on Missile Spells, above.

Class	Material
0	Thin Glass
1	Crystal
2	Marble
3	Obsidian
4	Wood
5	Hard Wood
6	Stone
7	Brass
8	Bronze
9	Pig Iron
10	High-Carbon Steel
11	Plasteel

Extinguish - when cast on a fire, will cause the fire to shrink by 1 die per spell point increment used. If a 10 dice fire is raging on the poopdesk, an average mage will need to expend a total of 50 Tau Points to smother it altogether.

Weather Control Spells

Fog - will cause a mist to begin rising from the surface of the ocean or nearby body of water. The fog can be of virtually any density, depending on how much power the mage puts into the spell. The fog does not, of course, suddenly spring into existence at the desired thickness; it does require 2 minutes for each incremental effect to be generated. Fog will also be subject to the whims of winds; the duration time given is applicable if the air is reasonably still (Class 0 or 1 in the wind chart below); else it decreases by half for each wind speed of 2 or above. It is possible for a competing mage to dissipate fog by casting the spell to lower the mist's density.

Rainstorm - with this spell, a mage may raise, or quell, a raging torrent, as desired. As above, mages will need to expend points to raise rainstorms from one class to another. Maximum number of classes a given mage may raise a storm is given in the major spell chart; the classes are given in the small chart to the left. A storm will naturally rain itself out after a period of time; after it spends the given amount of time at any class, it will drop to the next lowest class.

Rainstorm Scales

Class	Type	Time period
0	Clear	2 days
1	Muggy	12 hours
2	Drizzle	1 hour
3	Rain	30 min
4	Downpour	15 min
5	Torrent	10 min
6	Frog Stomper	5 min

Wind - as with Rainstorm, involves affecting the forces of nature and altering the motion of the air. Using the chart to the left, wind strength is influenced by the mage to the maximum number of classes given in the spell chart above. The direction of the wind is as the spell caster desires at the time of casting, but requires the mage to maintain his concentration; if he does lose concentration, the direction becomes random.

Wind Scales

Class	Type	Time period
0	Calm	2 days
1	Soft	12 hours
2	Moderate	2 hours
3	Brisk	1 hour
4	Strong	45 min
5	Gale	30 min
6	Storm	15 min
7	Hurricane	10 min

Each grade will remain in existence for the given time period, when it will lessen to the next lower class.

Elemental Control

Summon Elemental - the magic user attempts to summon an elemental creature from one of the planes on which they exist. There is only a small chance of successfully completing this spell, as indicated, and even should the summoning be unsuccessful, the Tau Points are considered expended. Control Elemental is not actually a spell, simply an extension of Summon Elemental. Once the elemental shows up, in most cases, he doesn't want to be there at all, and will frequently fight those who summoned him. If the mage should fail at controlling it, the elemental will (01-35) leave to wander about on the world uncontrolled, (36-75) attempt to attack his summoner, or (76-00) return to his plane. Controlled elementals will do as bidden (within their range of powers), and may be dismissed to their plane by an act of will on the part of the mage; uncontrolled ones are very difficult to banish - it requires a recast of the summoning spell, but with concentration on banishing rather than summoning, with the mage's normal chance of success. Should a mage allow a controlled elemental beyond his range, he will lose control; he will have one, and only one, free chance to banish or dismiss the elemental, but must make that decision immediately - this will require immediate expenditure of half the normal summoning cost.

Repair

Close - This spell will fill a hole, close an opening, etc.; in basically solid material. essentially, it will allow the mage to make whole what was pierced, but is otherwise still intact (a hole in a hull, a breach in a wall, etc.). A mage is able to "fill" a certain amount of space for each casting, and is able to repair breaks up to certain types of material (see Materials, above), as indicated in the spell chart.

Join - is similar to Close above, but may be used to join two similar, but separate, items (i.e., two pieces of rope, two pieces of wood . . .), or to bond together pieces of one (shattered or broken) item.

Healing

Heal - will allow the recipient to recover a number of damage points (in GIVE levels) or dice of HTK, dependent on the amount of power expended by the mage

Mend Bone - after expending Tau points required for casting, the bone which was broken - isn't. Recipients must make a saving roll against STM; if successful, the bone is healed, the patient is recovered fully and will have no noticeable ill effects. Should the saving roll be missed, the patient will require the number of days equal to the difference between his STM and the roll for healing to be completed.

LOCATING MAGES

Mage Level	Spell Casting Ability (Roll D100 for each class of spell)						Special Effects	Village	Small Port	Med. Port	Large Port	Port City
	VW	WK	AV	ST	VS	EX		103-1 mages	105 mages	204 mages	305 mages	308 mages
Green	01-60	61-95	96-00	-	-	-	20%-1	01-05>50%H 50%T	01-10>50%H 65%T	01-15>65%H 75%T	01-15>75%H 75%T	01-15>65%H 65%T
INT' med	01-30	31-85	86-97	98-99	00	-	40%-103	06-75>35%H 50%T	11-60>35%H 50%T	16-50>50%H 50%T	16-45>65%H 65%T	16-45>50%H 65%T
VEteran	01-20	21-45	46-80	81-93	94-98	99-00	70%-203	76-98>25%H 65%T	61-96>35%H 75%T	51-92>35%H 75%T	46-89>50%H 65%T	46-85>50%H 50%T
ELite	01-15	16-35	36-60	61-85	86-95	96-00	95%-205	99-00>65%H 35%T	97-00>65%H 35%T	93-00>50%H 30%T	90-00>50%H 30%T	86-00>50%H 25%T

SPELL CHART for SHIPBOARD MAGES

Spell	Very Weak (VW)	Weak (WK)	Average (AV)	Strong (ST)	Very Strong (VS)
Carrier Damage TP Cost	3/1/0 6	3/1/0 5	3/1/0 4	3/1/0 3	3/1/0 2
Energy TP Cost Att. Rate	+ 6/Die 20yds	+ 5/Die 20yds	+ 5/Die 40yds	+ 4/Die 60yds	+ 4/Die 60yds
Bash TP Cost Area Att. Rate	+ 6/D10 4 sq ft 10yds	+ 5/D10 4 sq ft 10yds	+ 5/D10 9 sq ft 20yds	+ 4/D10 16 sq ft 40yds	+ 4/D10 36 sq ft 40yds
Accuracy TP Cost Limit	30TP 50% of 1	25TP 75% of 1	20TP 1	15TP 2	10TP 2
Damage Intensifier TP Cost Limit	20TP 1.25	15TP 1.5	12TP 1.5	10TP 1.75	10TP 2
Fire Proof TP Cost	4/sq ft	2/sq ft	1/sq ft	1/2 sq ft	1/5 sq ft
Missile Repulsor Size TP Cost	Human 5TP/pt	Human 4TP/pt	2xHuman 3TP/pt	3xHuman 2TP/pt	5xHuman 2TP/pt
Strengthen Materials Effect Size	1 Class/20TP <1 cu ft	1 Class/15TP 1 cu ft	1 Class/10TP 3 cu ft	1 Class/8TP 5 cu ft	1 Class/5TP 10 cu ft
Extinguish Effect	10TP/Die	8TP/Die	5TP/Die	3TP/Die	2TP/Die
Fog Effect Duration Max Area	-2 sight/10TP 1hr + 2020min 1000 cu yds	-2 sight/8TP 1hr + 4020min 8000 cu yds	-2 sight/5TP 1hr + 6020min 27,000 cu yds	-2 sight/3TP 1hr + 8020min 64,000 cu yds	-2 sight/2TP 1hr + 10020min 125,000 cu yds
Rainstorm Effect Steps	1 Class/30TP 1	1 Class/20TP 1	1 Class/15TP 2	1 Class/12TP 2	1 Class/10TP 3
Wind Effect Steps	1 Class/20TP 1	1 Class/15TP 1	1 Class/12TP 2	1 Class/10TP 3	1 Class/7TP 4
Summon Elemental % Chance Cost	10% 60TP	20% 55TP	40% 50TP	50% 40TP	65% 35TP
Control Elemental % Chance Range	35% 20 yds	50% 40 yds	65% 40 yds	75% 60 yds	85% 60 yds
Close Type Area	Wood 1 cu ft/24TP	Hard Wood 1 cu ft/16TP	Stone 1 cu ft/8TP	Soft Metals 1 cu ft/4TP	Metals 1 cu ft/2TP
Join Type TP Cost	Wood 15TP/Class	Hard Wood 12TP/Class	Stone 10TP/Class	Soft Metals 7TP/Class	Metals 5TP/Class
Heal Effect	1HTK/10TP	1HTK/8TP	1HTK/5TP	1HTK/3TP	1HTK/2TP
Mend Bone Cost	100TP	80TP	50TP	30TP	20TP

FREEBOOTING SCENARIOS AND SHIP ENCOUNTERS FOR PIRATES

LANDS OF THE SOUTHRON REALMS

The adventures and encounters detailed in this volume take place in the region known alternately as the Southron Ocean or the Biracean Sea. These seaways are located about 3300 miles south and east of the Free City of Haven. To the north lies the great continent of Erinor, and the Eastern Realms of the once great (and still formidable) Namori Empire. Below the mainland are several large populated islands and island chains, many of which possess exotic foodstuffs and resources of significant mercantile value. A thriving commerce has grown up between the island cultures and the mainland by means of the cargo ships which traverse the Great Circle Route.

A map of the Southron region is presented below; the cultures and major natural features depicted therein are described in great detail in this section.

THE PROVINCE OF TIMOR

The Land of Timor is one of two provinces which form the Eastern Realm of the Namori Empire. Timor has been under Namori dominion for nearly a thousand years, and its indigenous peoples have come to fully embrace Namori culture (and the economic prosperity that has come with it). The days of the Empire's full golden greatness in Erinor have passed, and many of its leaders - particularly in the insulated central state of Emor - have become soft and decadent. Still, its resources and military might remain vast, even at the borders of its domain. The Viceroy-General of Timor has at his disposal some 90 warships (10 heavy cruisers, 40 light cruisers, 10 transport/supply ships, and 30 corsairs) and 16,000 soldiers (although this figure includes about 5000 soldiers normally assigned to the northern and southern borderlands, the 3000 soldier occupation force garrisoned in Tharcage, and the 100 man outpost in Porto Blanca). Here, too, because of the assaults made upon the province by Tharcage and the barbarian lords of the steppes, the Timoran swords have remained sharp and their eyes have continued to look vigilantly outward, making Timor one of the strongest bastions of Imperial power remaining on Erinor, and one which has continued to expand in recent years, rather than contract, like the western and northern realms.

In all, the province of Timor comprises an area about 500 x 250 miles in size (slightly over half the size of present-day France) and supports a population of about 1.2 million. Its rolling hills are rich in gold, iron and copper ores, and fertile enough for productive farming and herding.

Two major ports lie on its southern coast: Krut'na Brut, a bustling metropolis of almost 65,000 persons, site of the Viceroy's summer palace and home to the main portion of the Namori fleet; and Namotto, smaller (a port of 20,000) but a major clearinghouse for raw

metals and finished goods like jewelry. There are also a number of small fishing villages along the coast, particularly to the east. About eighty miles east of Krut'na Brut lies another landmark well known to pirates - the area known as Smugglers' Cove, where captains seeking to unload purloined or restricted cargos must often travel to meet their black market connections.

The western part of Timor's coastline is dotted with a number of small sandy islands about 30-50 miles from the coast, known as the Merry Islands. The isles offer little in the way of natural resources, but 2 or 3 of them house small resort villages that attract the rich patricians of Timor, for the waters of the green Biracean run warm along these shores. Several of the isles also have coves and inlets that can be used by pirate vessels seeking a safe place to make repairs, a safe haven from pursuit, or a staging ground for coastal sailing.

THE SULTANATE OF THARCAGE

The Sultanate of Tharcage is a peninsular spit of land some 200 x 75 miles in size, dominated by a central mountain range, the Baal-hanni, and by dense jungle along its northern borders. Today, it is also a captive state, having been conquered some 45 years ago by a combined assault of Namori land and sea forces. This war culminated (for the time being) a 200 year struggle between the Namori and the Tharcageans for "possession" of the wild veldt stretching between the two lands. Nowadays the Caliph of Tharcage is a Namori puppet and his people are policed by an occupation force of about 3000, swaggering bullies merciless in their prosecution of rumored "subversives". Still, the Tharcageans remain proud and unbowed, implacable in their hatred of the Namori; uprisings in the cities and outlying villages are not unknown even to this day.

The primary trade goods of Tharcage are silver (from the mines of the Baal-hanni), silk, and ivory (from the vast herds of elephants that can be seen roaming the borderlands). The total population of the peninsula is about 225,000; some 40% of the inhabitants live in its three major population centers - the ports of Drax on the outer coast (pop. 35,000), Dux on the inland sea (pop. 25,000) and the walled mountain city of Ghiess (pop. 25,000). The more rural inhabitants make their living from fishing and diving for coral in the reefs along the coasts of the inland sea.

The Tharcagean navy, some 35 vessels strong at its height, has been dismantled; about a dozen of the vessels were overhauled and commissioned in the Namori service, while others were placed in drydock (and left to rot) or stripped of their weaponry and outfitted as merchantmen. The merchant fleets of Tharcage have been left more or less intact, though their activities and cargos are supposedly monitored by Imperial officials. In practice, however, there are many ways to bypass this interference, and a number of these vessels and their captains have been known to engage in smuggling,

to which Namori customs officials can sometimes be convinced to turn a blind eye.

As noted above, Tharcage is far from a docile, subdued territory. Every month, there is a 15% chance of a minor peasant uprising, and a 5% chance of a major insurrection in one of the cities. In the former event, the chance of hostile encounters along the Tharcagean coast will double for the duration of the revolt (GM's discretion); in the latter case, hostile results will be 3 to 5 times normal, and vessels entering the coastal waters of Tharcage are likely to be stopped, if encountered, and searched for contraband, even though their papers might be in order.

THE SAVAGE ISLES

The Savage Isles are a large chain of medium-sized islands, islets, and atolls that extend for almost 200 miles in the sea south of Tharcage. Most of the islands in the chain are inhabited by natives of one of two tribes, the Mokshi and the Ubanu. The two tribes are both extremely warlike, and quite unwilling to share their islands with strangers from other lands. Though they are rather primitive cultures with weapons of stone, and a complete absence of military organization, the tribesmen know how to use the thick jungle of their homelands to their advantage, and have great skill at ambush and in silent movement. More than one ship has dropped anchor in the isles to make emergency repairs, or to seek treasure, and has never been heard from again.

There is an 85% chance that a tribal group will be present on any given isle in this chain. The size of this group will depend on the size of the island: medium-sized 15D100 natives, small-sized 8D100, atoll 2D100. Of these, about 30% will be able-bodied fighters (although up to 65% will fight if their village or sacred tabu grounds are attacked). Both tribes have a tremendous superstitious fear of magic in any form (including some forms of technology as well). As noted, they are almost always hostile to intruders, and there is an 80% chance they will discover the presence of another party first. The Ubanu are slightly easier to negotiate with, especially if weapons are offered in trade; unfortunately, this tribe is far less numerous (only 35% chance that a given tribal group is Ubanu).

Three of the 20 or more islands in this chain are of greater than passing interest to the players. The island of Porto Blanca, one of the northernmost and largest of the chain, contains vast deposits of a thick blue clay, liberally studded with diamonds. A Namori colony has existed here for over seven years, and a bounteous reward has begun to find its way back to the mainland. There are about 1500 colonists on the island, defended by a 100-man garrison of soldiers; they are located on the northern side. Scattered about are some 1500-2500 Mokshi natives. At the moment, the small garrison's might has been sufficient to stop any large scale raiding on the fortress and the mines; however, the garrison's only foray into the dense jungle at the island's center ended in rout. The resulting situation is a stalemate, in which the territory even a mile beyond the mines is a "No-Man's Land" that few enter (and from which even fewer return).

The Namori "colonists" are primarily convicts or religious dissenters, whose commitment to the bejeweled enterprise is somewhat tenuous; Timor maintains control of the colony through the soldiers, the 100-150 members of the bureaucracy sent here as administrators, and the 3-5 warships that patrol near its shores. Large cargos of gems (generally escorted by warships, sometimes not) are sent to Timor 3 or 4 times per year; the ships

returning from the mainland at the same time usually bear supplies or new colonists. Some enterprising free traders have begun to include the isle on their routes, since many of its inhabitants literally have money to burn, even though Namori authorities take a dim view of such visits.

The second isle of import is a small irregularly shaped mass of volcanic rock, known on most of the maps of the region as Brown's Island. This innocuous-seeming mass of rugged shore-line cliffs and bare topped hills is the site of Sharlit's Hole, the celebrated pirate hideaway. The island and its inhabitants are treated lightly in this book, but are extensively described in "Lair of the Freebooters", another fine book from Gamelords.

The third island of distinction is the so-called Isle of the Monolith. Here lies the ruin of a large coastal city, all that remains of a once powerful culture otherwise unrecorded in the annals of the Southron region. Those seafarers who have been blown, or driven by damage, to these shores report entryways into vast underground cavern complexes made of metal and shimmering stone, and unnatural beasts lurking in and around the city. Any who have passed within miles of these shores can attest to the awesome majesty of the quarter-mile high tower of silver, ringed by seven ascending layers of multicolored glowing orbs of stone, which stands in the center of the city, unsullied by time, still awaiting whatever strange purpose it was meant to fulfill. It is well known and frequently told that many adventurous crews have sailed here, seeking to claim any riches that remain - but if any have returned alive from such an attempt, the tale of their adventure is a well-kept secret.

In addition to the diamonds found in profusion at Porto Blanca, several of these islands are well-stocked with a certain species of pine prized as a sacrificial wood by many of the religious cults in the area. Some merchant ships seeking additional cargos may decide to stop here and risk native attacks in order to harvest some of this precious wood. A crew of 50 can harvest about 2 cargo units of wood a day.

THE ISLAND OF SAN TOREGA

San Torega is a large craggy island (stretching about 100 x 80 miles) formed by volcanic activity. Its rugged coastline, extremely irregular, is guarded by treacherous reefs and sandy shoals. To navigate these waters reliable charts are a necessity, including ones for the approaches to the island's largest population center and major port, Oro da Cano. Although there is little arable land on the island, that which does exist is extremely rich and fertile; most of this acreage is devoted to the raising of spices such as pepper and ginger root or potioner's herbs such as ginseng and elembre (a hot seed of the mustard family used in preparation of alchemetical fire); these rare spices are much coveted abroad, especially in areas in which the climate does not lend itself well to their growth - consequently they bring a high price when sold. Little land can be sacrificed for pasturage; thus the island is meat-poor, and is dependent upon the harvesting of shellfish in its coastal waters to augment the native diet.

San Torega is also a source of obsidian and gems (primarily rubies, with some lesser stones such as garnet, fire opal and chrysochase). Its volcanic blue clays are the basis of a thriving native industry in ceramics, known even in the Namori Empire. In addition, Oro da Cano has a large slave market, to which vessels bring cargos of blue skinned natives from a mysterious continent to the south. On the whole, Oro da Cano is

(with the possible exception of the Upper Town in Krut'na Brut) the most decadent port of call in the Biracean Seas, filled with vices and diversions of every description, a majority of which are aimed at separating men from their hard-earned money; unlike the pleasure-palaces of Timor, however, da Cano is also filled with cutthroats and thugs bent on the same aim - using means substantially less subtle. In the city or in the country the average San Toregan is a rather mercenary fellow, eager to assist in any endeavor that sounds profitable, while deaf to the cries of the needy. Those that fail to make the grade in this cutthroat environment often wind up in the ramshackle shanty towns along the coastal roads, subsisting on a diet of little more than grubs and insects and begging from foreign travelers. To stoop to help these unfortunates is to lose face in San Torega (though such an act would be totally contrary to their nature).

In autumn each year, the prevailing currents begin to bring cold water in from the southeast; cool waters bring with them schools of sea-serpents, migrating from their mating-grounds. These serpents are the subject of song and fable, growing (tis said) over 300' in length. Size is a direct function of age, and few of the great serpents die of advanced years or other natural causes: their only enemies seem to be the predator hunters and each other.

If ships are present in the area marked on the map as the "Serpent Current" during migrating season (which varies by 2-4 weeks each year, making advance planning difficult if not impossible), there is a 15% base chance per hour that a school will be encountered. If an encounter does occur, the chance of an additional encounter will be doubled for six hours thereafter. If left alone, though, there is only a 10% chance that a school will attack of its own volition. However, a school normally covers a lot of territory, so that navigation is as if through an obstacle course, simply to avoid collision. (Should encounters occur, further information on the great serpents can be found in the section on "Natural Encounters", encounter 80, and in the listing of Animal Statistics.)

Migrating season is an important time of the year in San Torega. Several fair-sized fleets and a large number of independent vessels roam the seas at this time of year, seeking the elusive schools of serpents. Serpent-hunters generally tend to be reconditioned and reinforced merchantmen, outfitted with two or more ballistas designed to fire heavy harpoons and large winch-operated seines. Normally, these ships are quite recognizable from a distance, garishly painted in the reds and oranges of the serpents' skin colors, and often bearing elaborate carvings of heads and tails at bow and stern. While dangerous, the hunt is rewarding and quite profitable in many ways. The meat of the adolescent "dragon" (i.e., less than 100' long) is leathery but succulent, and is a pleasant variation from the normal San Toregan fish diet and thus highly prized. Further, the naturally-scented oils of the serpent are used to fuel lamps and as a basis for perfumes and aromatic essences. The bones and teeth are of steel-like hardness, which makes them suitable as weapons of many sorts; the venom in the tail is a powerful poison; the tough outer skin can be tanned as a hide; and the soft, milky inner skin, if properly prepared, is said to be an aphrodisiac. All of these by-products can be sold anywhere in the region (some, properly preserved, even find their way to the more exclusive marketplaces of the Free City of Haven). If a Quarry encounter should be rolled in this area during migrating season, use Ship Encounter 18.

THE KUTROVAN SECTOR

About 280 miles west of San Torega lies a circular chain of islands known as the Kutrovan Sector. These sandy and lushly fertile isles are dominated by two very substantial land masses standing at the northeast and southwest corners of the chain - Kutro and Jarasta.

For many years the natives of the Sector remained in fairly primitive tribes, trading mostly among themselves. A "pecking order" of power of influence was established among the tribes by means of a "potlatch" ceremony, in which goods and wealth were gratuitously destroyed to illustrate the overwhelming riches of the vying rulers. This ceremony has been largely abandoned, except in the backwaters, where it is still practiced primarily to settle controversies between blood rivals under one roof. For the most part, intra-tribal rivalry has been submerged beneath a veneer of civilization resulting from contact with Tharcage and Timor, and the isles are now a loose confederation of "free" states, nominally led by Kutro, who have begun to look outward for economic gain.

The Kutrovans have always been a seafaring culture, and their technological prowess in ship design and building is the greatest in the region, even though their overall level of technological development is substantially behind that of Timor. The majority of their merchant vessels and a few of their warships tend to utilize multiple (2 to 3) smaller sails per mast, lashed by a somewhat crude forerunner of square rigging. Vessels outfitted in this manner can attain a maximum sailing speed 20% above that listed in the rules section of the book for the various wind velocities identified, and can turn an additional 30° per turn without movement penalty. This increased maneuverability is not without its price, for the hulls of the vessels have a 10% lower damage capacity than normal vessels; nonetheless, the added speed factor, coupled with the intimate knowledge of the Biracean's currents, calms and shallows shared by the Sector's best captains, have made its merchant fleet a force to be reckoned with.

The Namori, paranoid in the best of circumstances, have begun to become very concerned about the potential that the Kutrovans pose to their naval supremacy. A number of Timoran warships have visited Sector shores in recent years to "show the flag", while the Empire's shipwrights have initiated feverish efforts to copy the Kutrovan designs in their own vessels. These efforts have thus far done little except arouse Kutrovan anger and pride. The various Kutrovan isles have a combined fleet of about 40 warships (25 light cruisers, 15 corsairs); however, because of the unstructured nature of the prevailing political structure, only about 35 to 50% of these could be immediately committed to battle in the event of a Namori or other attack. These vessels seldom leave Sector sea lanes, except as escorts for large local merchant convoys; their commanders tend to be conservative rather than reckless about getting involved in "unnecessary" combats.

The Kutrovan islands contribute a diverse mix of trade goods to the inter-island commercial flow. Kutro itself is largely a supplier of pipeweed and other tobacco products, both medicinal and (for black market sale) narcotic. Jarasta, whose climate and terrain is more tropical, is a source of sugar, tea, and men. There are oyster beds rich with pearls located off the coasts of two of the smaller islands in the chain; a third has large natural supplies of flamewood, a deep reddish-brown wood prized by area furniture makers. Any vessel picking up or trading cargo in several of these ports of call on a single voyage is likely to find that

the petty jealousy between the Free Trader states still exists and may pay a heavy price (in the form of taxes and surcharges, hostility, or even sabotage) for this knowledge.

THE SHROUD

In the open seas between Kutro and Timor lies a strange natural phenomenon referred to by sea-captains and chartmakers as The Shroud. This area, about 60 x 30 miles in size, is surrounded by a perpetual, unmoving sulfurous fog, that reduces visibility to distances of far less than a half mile. Merchant and pirate vessels under heavy pursuit sometimes will enter the Shroud in a desperation attempt to evade capture. This tactic involves great peril, however, for its waters are laced with treacherous reefs and shoals to test the skill of any helmsman (saving roll each cr, at a penalty of 4). It is also easy to lose one's sense of direction in the

thick mists, especially since a metallic constituent of the fog completely wipes out the effectiveness of any compass or lodestone (though not of magical direction-finding incantations). Only a fraction of the ships entering these mysterious waters return unscathed.

At the center of the Shroud stands an unnamed, uncharted island inhabited by immense creatures right out of the prehistoric age - dinosaurs, huge reptiles and other birds, and mammoth versions of normal beasts like apes and bears. Dozens of active fumeroles on the island's face generate the sulphurous haze surrounding the island; the haze seems to have held back the tide of evolution. Few men have ever penetrated the multiple reefs to land upon its shores; in the current age, only one vessel (Terra Nova, described later in the Ship Encounters section of this book, Encounter 20) has traveled there and returned to tell of it.



ENCOUNTERS WITH QUARRY

Ships in this class can be sub-grouped into one of two categories - merchant cargo vessels and other, basically non-hostile seagoing craft. If the GM wishes, he may roll a D20 to select the encounter randomly, or he may exercise his own judgment. The merchant ships are handled in a unique manner in these descriptions, because the nature of each ship's cargo will vary greatly depending on the leg of the Circle Route they are currently sailing. Consequently, the descriptions of these vessels indicate three basic factors:

- 1) the total size of the resource purse available to the ship, in cash and trade goods;
- 2) the total cargo capacity of the vessel (expressed in an abstract measure, cargo units, intended to take into account both weight and volume limits); and,
- 3) the relative trading skills and predilections of the ship's captain (or cargo buyer, if he and the captain are not one and the same).

Using these pieces of information and the instructions below, GM's should be able to generate, relatively quickly, the mix of cargo being carried by the ship at the time of the encounter.

Step 1: Once the position and heading of the vessel has been determined, find the origin and destination ports that lie along the straightest line from that facing; if the heading indicates an off-map destination, only the port of origin should be determined.

The Colombo Islands are about 400 miles off-map to the west and are part of the Circle Route; they are an acceptable destination for any ship apparently headed off the map in a westerly direction. There is, however, little or no normal merchant traffic into the largely uncharted seas off-map to the east of the Savage Isles. Should a vessel be indicated to be heading in this direction, it is 85% likely to be disabled or lost - or from a completely alien culture. In the latter case, no origin port is selected; the GM may use his discretion in assigning cargo on such a vessel.

Step 2: Determine the number of cargo rolls to be made. All cargo vessels carry bulk cargo (the usual run of goods, delivery or sale of which "pays the rent"), and the number of units of this type of cargo carried depends on the classification of the trader: Conservative will carry 90% bulk cargo, Normal (unspecified) carry 60%, and Speculators 30%. There will normally be one type for most vessels, and two for those indicated as Diversified.

Once the amount of bulk cargo carried has been determined, the specialized cargos can assigned to the ship. Light cargo vessels normally make three rolls on the cargo tables below; light ships whose cargoes are indicated as Diversified may make five such rolls. Heavy cargo vessels, normal and Diversified, make four and six cargo rolls, respectively. Heavy cargo ships also roll a D100; on a 01-35, two of the cargoes will be from the second to last port visited (determined by moving around the Circle, clockwise or counter-clockwise, in the direction away from the ship's current heading). However, if the ship's current origin port is also its home port (e.g., a Namori ship leaving from Namotto or Krut'na Brut), all its cargo will come from that port, regardless of the type of vessel involved.

Step 3: Roll up (on a D100) the various types of bulk and specialized cargos from the appropriate origin port list below.

Subtract 50 if bulk cargos are being selected. When selecting specialized cargo units, add 20 to the die roll if the ship is bound for off-map destinations; add 25 to the roll if the trader is classified as a Speculator, or subtract 15 if he is described as Conservative. On the chart below, the Cost figure is used for figuring the units of the various cargos carried on the vessel; when total of Costs exceeds the established purse of the vessel (if any; if no purse is set, use the lowest cost totaled by the cargo units involved), either reroll the cargos or adjust the amounts loaded on the ship. If total of Costs is less than the purse established for the ship, the remainder of the money is carried in the ship as a chest of coins and small gems, generally hidden somewhere in the Captain's cabin (it is up to the players to search for said chest - it is not in plain sight!).

When cargos are being sold by the pirate captains, the Trade Value and Speculative Chances figures are used. Trade Value is the price normally expected for a given type of cargo - multiply the figure by 1.5 if the cargo is sold in a port in which there is a demand. The Speculative chances are the chances that the base Trade Value of a product will rise or fall (this should only be rolled after a ship has reached a port where she intends to sell the cargo); any rise in price will be 1D10 x 10% - falls are 1D6 x 10%.

COMMODITIES and PORTS OF CALL

- (* = demand in country;
 - = normal purchases;
 - † = country is producer)
- (B) indicates bulk items.

Commodity	Timor	Thar	PB	ST	KS	CI
Cloth	†	-	-	*	†	-
Coffee	*	*	-	-	-	†
Copper (B)	*	†	-	-	*	-
Diamonds	-	*	†	*	*	-
Exotic Fruits	†/*	†/-	*	*	†/-	†/-
Foods and Wines	†/*	†/*	-	*	†	†/-
Furs	†	†	-	-	-	-
Gems	*	-	-	†	-	-
Gold	†	-	-	*	-	-
Grains (B)	†	†	*	*	-	-
Hemp and Jute (B)	*	†	-	*	-	-
Herbs	*	*	*	†	†	-
Hides and Skins (B)	†	†	*	*	†	*
Ivory	*	†	-	*	*	-
Jewelry	†	-	-	†	-	-
Leather Goods	-	†	*	*	-	†
Liquor	-	-	*	*	†	-
Lumber (B)	†	†	†	*	-	*
Luxury Items	†	†	*	-	*	-
Magic Items	†	*	-	-	-	-
Metal Goods	†	†	-	-	-	-
Narcotics	*	-	-	*	†	-
Obsidian	*	-	†	†	*	-
Pearls	*	-	-	-	†	†
Pig Iron (B)	†	-	*	-	*	-
Pipeweed (B)	†	-	-	-	†	-
Rare Woods	*	-	†/-	*	†/-	†/-
Silver	*	†	-	*	-	-
Spell Components	†	*	-	-	-	-
Spices	*	*	*	†	-	†
Steel	†	*	†	-	-	-
Stone (B)	†	†	-	†/-	*	-
Sugar	*	*	-	*	†	-
Tar and Pitch (B)	-	*	†	*	*	-
Tea	*	*	-	†	†	-
Wooden Goods	†	†	-	*	-	*

PORTS of ORIGIN and MERCANTILE COMMODITIES
 (Cargo Costs and Trade Values are given
 in 1,000 GP increments per Cargo Unit.
 Underlined numbers are negative.)

Land of Origin	Die Roll	Cargo Type	Cost	Trade Value	Speculative Chances
T i m o r	49-40	Stone	1.0	2.0	05-90-05
	<u>39-20</u>	Lumber	1.2	3.0	05-90-05
	<u>19-10</u>	Pig Iron	1.3	3.5	40-45-15
	<u>09-00</u>	Grains	1.5	4.0	05-90-05
	<u>01-15</u>	Wooden Goods	2.5	6.0	25-60-15
	16-30	Hides/Skins	1.5	4.0	40-55-05
	31-50	Pipeweed	3.5	15.0	15-70-15
	51-60	Steel	4.0	12.5	10-75-15
	61-70	Metal Goods	4.0	8.0	45-40-15
	71-80	Cloth	3.5	10.0	35-60-05
	81-85	Furs	4.0	8.0	35-60-05
	86-90	Jewelry	6.5	25.0	45-20-35
	91-100	Gold	10.0	10.0	05-90-05
	101-105	Magic Items	50.0	300.0	25-50-25
106-110	Components	15.0	35.0	40-20-40	
111-120	Foods/Wines	10.0	35.0	25-70-05	
121-130	Luxury Items	10.0	35.0	40-15-45	
131-145	Exotic Fruit	4.0	25.0	35-30-35	
T h a c a g e	49-40	Stone	1.0	3.0	05-90-05
	<u>39-25</u>	Lumber	1.2	3.0	05-90-05
	<u>24-10</u>	Copper	1.0	1.3	15-70-15
	<u>09-00</u>	Grains	1.5	4.0	05-90-05
	<u>01-25</u>	Hemp & Jute	1.0	3.0	15-60-25
	26-40	Wooden Goods	2.5	6.0	25-60-15
	41-50	Hides/Skins	1.5	4.0	40-55-05
	51-60	Metal Goods	4.0	9.0	45-40-15
	61-70	Leather	3.0	8.0	45-50-05
	71-80	Furs	4.0	8.0	35-60-05
	81-95	Silver	5.0	5.0	05-90-05
	96-115	Foods/Wines	10.0	35.0	25-70-05
	116-130	Luxury Items	10.0	35.0	40-15-45
	131-145	Exotic Fruit	4.0	25.0	35-30-35
P o l r a t o c o	49-10	Lumber	1.3	3.5	05-90-05
	<u>09-30</u>	Tar & Pitch	1.0	3.0	05-80-15
	31-60	Rare Woods	5.0	15.0	35-30-35
	61-80	Steel	4.0	11.5	15-70-15
	81-95	Obsidian	7.0	18.0	20-75-05
	96-145	Diamonds	35.0	350.0	05-90-05
S o n a g a	49-50	Stone	1.0	3.0	05-90-05
	<u>51-55</u>	Obsidian	7.0	18.0	20-75-05
	56-65	Gems	30.0	35.0	05-90-05
	66-70	Jewelry	6.0	24.0	45-20-35
	71-80	Tea	3.2	15.0	15-60-25
	81-90	Spices	10.0	100.0	10-80-10
	91-145	Herbs	8.0	60.0	40-55-05
K u e r t o v a n	49-20	Hides/Skins	1.5	3.0	40-55-05
	<u>19-15</u>	Pipeweed	3.5	15.0	15-70-15
	<u>16-30</u>	Rare Woods	5.0	15.0	35-30-35
	31-45	Sugar	5.0	25.0	05-90-05
	46-55	Cloth	3.5	10.0	35-60-05
	56-65	Herbs	8.0	60.0	40-55-05
	66-85	Tea	3.2	15.0	20-60-20
	86-90	Pearls	8.0	35.0	30-40-30
	91-110	Liquor	2.5	15.0	30-30-40
	111-130	Foods/Wines	10.0	35.0	25-70-05
	131-145	Exotic Fruit	4.0	25.0	35-30-35
C o l o m b o	49-15	Coffee	5.0	25.0	05-85-10
	<u>16-50</u>	Leather	3.0	8.0	45-50-05
	51-90	Herbs	8.0	60.0	40-55-05
	91-95	Pearls	8.0	35.0	30-40-30
	96-115	Spices	10.0	100.0	10-80-10
	116-130	Foods/Wines	10.0	35.0	25-70-05
131-145	Exotic Fruit	4.0	25.0	35-30-35	

1)

Conch

This vessel is a heavy cargo ship bound for the colony of Porto Blanca, bearing supplies (supplementary foodstuffs, tools, weapons, and a smattering of comparative luxury items from Timor). With the exception of the last item (which makes up a bit less than 10% of the cargo), little of the cargo stowed aboard could be easily resold, although it would likely make a valuable addition to the pirate ship's own stores. There is a 70% chance that Conch is being accompanied by a single Namori cruiser of the Appalonia class.

The captain and officers of Conch are rather inexperienced, and a major portion of its crew is made up by impressed seamen. This combination, plus the vessel's lumbering speed, makes the ship rather ill suited for a high seas chase, yet she has little choice but to try and run for it if attacked. If accompanied, Conch will let the cruiser do virtually all the fighting, for it has little serious weaponry of its own. The warship will endeavor to keep itself between Conch and its attacker(s), but may itself break off and make a run for it if the supply ship appears to have lost seaworthiness. The warship will not pursue under any circumstances if the pirates should themselves break off the engagement. If travelling unconvoyed, Conch will almost certainly (80%) run up the white flag if it takes a crippling sail or hull hit, regardless of normal morale rolls.

CONCH

Captain Esrael Terki
 (Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	7	9/5
Adjust:	0	1	1	3	5	6/3
Officers	Hull: <u>350</u>		Speed: <u>-35%</u>		Sail	
Capt. <u>I</u>	Draw: <u>(14)20</u>		Turns: <u>-10°</u>		600	
F. O. <u>I</u>	M: Sprit <u>80</u>				t: <u>80</u>	
S. M. <u>V</u>	M: Fore <u>180</u>				t: <u>180</u>	
M.-A. <u>I</u>	M: Main <u>200</u>				t: <u>200</u>	
Mage	M: Miz'n <u>160</u>				t: <u>160</u>	
Charge-	Petty	PO	MA	SM	PO	PO
Rating	Crew	Off.	Arty	Arch	Helm	Sail
GR	30			15	1	12
INT	13			1	1	6
VET	6	6		p 1	1	ppp3
EL	1				1	
Men	50	6		16	(4)1	21
Points	152			40	7	66
Average	3.06			2.50	7.00	3.15
Adjust	1.01			2.10	6.80	3.15
Letter	G			G	E	G
Sk Base	3			6	20	9
Special Effects: 2 12-man boats, 2 6-man boats						
Cargo: 50 units assorted supplies						

2) Hurricane and Stormbringer

The two light cargo ships, owned and maintained by a trio of brothers from the isle of Jarasta, Neb, Gar, and Joad Qessim, are bound for far Timor and Tharcage, bearing cargos from the Kutrovan sector; both sport the new multiple-sail-per-mast design beginning to assume dominance among the Free Traders of the islands (adds 25% to the vessel's normal base speed in moderate or greater winds, but takes 20% longer to repair spars or replace sails). Neb and Joad each captain one of the two vessels; the latter also possesses a great store of knowledge about the winds and hazards of the area seas, which gives him two distinct advantages: an additional 10% (plus his normal rating for being Stormbringer's sailing master) increase to the ship's top speed during a chase, and an 80% chance of recognizing forewarning signs of any Natural Encounter come upon in the course of the chase (and being able to take advantage of the encounter to draw away from his pursuer, or even escape completely). Joad's notebooks and rutters, kept under lock and trap in his personal quarters, would provide (after perusal and a sufficient period of study) other sailors with these same advantages, but he will not reveal their location even if tortured. Gar carries out the group's cargo buying and selling activities; he is a generally astute observer of consumer tastes and fashion trends and is often able to ride the crest of these trends to turn a handsome profit (roll D100; on

an 01-30, the ship's cargo is worth 2020% more than the normal per unit value for the goods being carried, as identified from the Cargo table (2 rolls), provided that it is sold in one of the destinations indicated above). Each ship has a total cargo capacity of 30 units; the group's total purse is 1,300,000 GP.

As indicated, the Qessim brothers are very able seamen and their vessels are fairly well stocked with magical protections, armaments, and replacement parts. Unfortunately, they have a peculiarly misplaced sense of frugality with regard to crewing their vessels, and have fewer and less qualified crew and officers than would be desirable in a combat situation where several details must be working at once. If encountered by a single pirate, they will attempt to escape, but will fight if necessary. If met by equal or greater numbers, however, they will likely attempt to pragmatically cut their losses if their attempt at flight fails, and the pirates encountered do not have a known reputation for ruthlessness. The Qessim will attempt to bargain to transfer their crew and keep one of the two vessels if possible, using arrow-fired messages to relay this proposal to the pirates and threatening to ruin their cargo if the bargain is not accepted. If the offer is rejected, they will not carry out this threat, but may make the buccaneers pay heavily for their ill-gotten gains in blood and sweat.

HURRICANE
Captain Neb Qessim
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	2	4	6	10	13/5	
Adjust:	0	2	3	5	8	10/5	
Officers	Hull: 250		Speed: -20%		Sail		
Capt. V	Draw: (10)14		Turns: -10°		530		
F. O. V	M:Sprit 60				t: 60		
S. M. I	M:Fore 90		50	20	t: 160		
M.-A. I	M:Main 110		60	20	t: 190		
Mage	M:Miz'n 80		40		t: 120		
Charge-Rating	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	7	2			4	1	3
INT	21	3		1	14	3	4
VET	4	2	1	1	pp 2		
EL	3	2	p 1	1		p 1	p 1
Men	35	4	(7)4	(3)1	20	5	8
Points	143	21		7	76	21	29
Average	4.08	4.25		7.00	3.80	4.20	3.63
Adjust	2.68	4.40		6.10	3.80	4.35	3.78
Letter	G	I		V	I	I	I
SR Base	8	13		18	11	13	15
Ship's Weaponry: Ballista, forecastle Catapult Ammo: 25 H-Bolts (750#), 40 L-Bolts (800#) Magical Ammo: 20 Breakables (bolt attachable): 3 SL, 2 SS, 2 CF, 1 SH, 3 CV Special Effects: Sails fireproofed @ 40%; 4 8-man boats Cargo: 30 units, 500,000 GP							

STORMBRINGER
Captain Joad Qessim
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	2	4	6	10	13/5	
Adjust:	0	2	4	5	9	12/5	
Officers	Hull: 250		Speed: -10%		Sail		
Capt. E	Draw: (10)15		Turns: +20°		530		
F. O. V	M:Sprit 60				t: 60		
S. M. Capt.	M:Main 90		50	20	t: 160		
M.-A. I	M:Main 110		60	20	t: 190		
Mage	M:Miz'n 80		40		t: 120		
Charge-Rating	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	11	3			6	2	4
INT	18	1	2	1	11	p 4	4
VET	4	2	1	1	pp 2		p 1
EL	2	1	p 1	1			
Men	35	4	(7)4	(3)1	19	6	9
Points	132	21		7	68	20	30
Average	3.74	5.25		7.00	3.58	3.33	3.33
Adjust	3.54	5.40		7.05	3.58	3.03	3.33
Letter	G	I		E	G	G	I
SR Base	10	16		21	10	9	9
Ship's Weaponry: Ballista, forecastle Catapult Ammo: 30 H-Bolts (900#), 70 L-Bolts (1400#) Magical Ammo: 30 Breakables (bolt attachable): 4 SL, 3 SS, 4 HS, 4 CF, 12 SH, 3 CV Special Effects: Sails fireproofed @ 60%; 3 10-man boats Cargo: 30 units, 800,000 GP							

3)

Bona Ventura

Bona Ventura, captained by a tall rangy merchant named Lino Capaldi, is a reasonably successful San Toregan light cargo ship traveling the Circle Route. Capaldi is quite conservative in both his trading and his sailing; he seldom varies far from the established sea lanes or traditional "sure thing" cargos. The ship has a total capacity of 15 cargo units, and Capaldi's total purse is 500,000 GP. Being cautious, he will keep up to 20% (D20) of his purse in cold cash as a reserve against emergencies; this money is kept in a very well trapped safe in Capaldi's cabin.

Bona Ventura's crew and officers are fairly experienced, and many have voyaged with the ship for years. Capaldi, though not quite the type to inspire fanatical loyalty, keeps his men reasonably well satisfied (+1.00 to the overall crew Morale Rating). In a chase, he will never gamble on a wind change or other strokes of luck (like attempting to navigate reefs or shoals encountered, or exceeding safe speeds in rough weather) to make his escape; rather, he will keep the ship on the best heading that continues her movement in the same general direction as the nearest port. He is not afraid to risk his own neck to assist in emergency repairs or by entering the fray in boarding action.

BONA VENTURA
Captain Lino Capaldi
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	2	3	5	8	10/5
Adjust:	0	2	3	5	8	11/5

Officers	Hull: 250	Speed: +5%	Sail
Capt. V	Draw: (11)14	Turns: +20°	510
F. O. V	M:Sprit 80		t: 80
S. M. E	M:Main 250		t: 250
M.-A. V	M:Miz'n 180		t: 180
Mage	M: _____		t: _____

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	3		1				2	1
INT	9		2	2	2	3		1
VET	21	3	3	p 9	1	p 5	p 3	p 4
EL	3	1	p 1		1	1		
Men	36	4	(7)4	11	(4)1	9	5	6
Points	189		25	62	7	49	22	30
Average	5.25		6.25	5.63	7.00	5.44	4.40	5.00
Adjust	6.20		6.40	5.63	7.05	5.44	4.40	5.50
Letter	V		V	V	E	I	I	I
SR Base	18		19	16	21	16	13	16

Ship's weaponry: Light catapult, forecastle
 Catapult Ammo: 41 Rocks: 10 50#, 18 100#, 8 150#;
 6 oil jugs, 5 50# rocks w/rags
 Magical Ammo: 16 Breakables: 12 SH, 4 CV
 Special Effects: 4 8-man boats
 Cargo: 30 units; 500,000 GP [minus 1020% in reserve]

3)

Grendel

This heavy cargo ship carries a mixed cargo of diamonds and obsidian (25 units each, see the cargo chart for the values) from the Porto Blanca colony back

to Timor. Its presence on the high seas without warship escort is a testament to the stubbornness and sheer pigheadedness of its captain, Barrett Faircastle the mage. Barrett, whose fondness for the sea matched his interest in the arcane arts, was serving as a ship's mage in his early years on a vessel which was seized by pirates. When he refused to join with the brigands and instead attacked their captain, his tongue was cut out and he spent nearly 2 years as a slave rower before he escaped. His tongue was eventually restored by special regeneration spells, but his original love for the sea was perverted, and replaced by a rabid desire for vengeance, on all pirates in general, and on the ships of his tormentor, Morghan Silver, in particular. Thus was he driven to leave his successful and financially secure life in Krut'na Brut to become one of the leaders and principal monetary backers of the mining outpost at Porto Blanca. When news drifted back to the colony that two recent treasure ships had been raided by pirates, Faircastle insisted on taking command of Grendel, asserting that his magic could handle any pirate assaults better than any warship.

The normal crew of Grendel are a rather average lot, who have grown accustomed to relatively low-risk transits. Faircastle has been drilling these men very

GRENDEL
Captain Barrett Faircastle
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	7	9/5
Adjust:	0	1	2	4	7	9/5

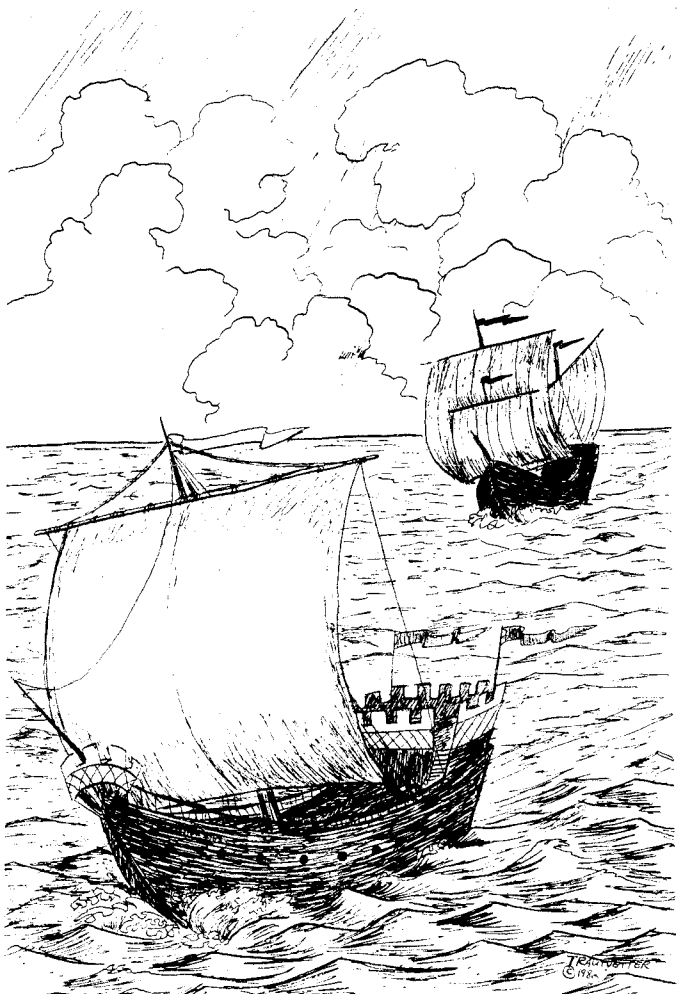
Officers	Hull: 350	Speed: +5%	Sail
Capt. V	Draw: (12)16	Turns: +15°	550
F. O. E	M:Sprit 70		t: 70
S. M. E	M:Fore 160		t: 160
M.-A. I	M:Main 200		t: 200
Mage EVII	M:Miz'n 120		t: 120

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	6		a/b	1		2	1	3
INT	32	2	3	p 6	1	p 16	4	4
VET	14	1	2	2	1	6	p 1	p 1
EL	8	3	p 1	2	3	p 1		p 1
Men	60	6	(7)4	11	(5)1	25	6	9
Points	280		23	52	7	111	24	35
Average	4.66		5.75	4.77	7.00	4.44	4.00	3.88
Adjust	4.16		5.90	4.37	7.05	4.59	4.00	4.03
Letter	I		V	I	E	I	I	I
SR Base	12		17	13	21	13	12	17

Ship's weaponry: (a) light catapult, midships;
 (b) ballista, forecastle
 Catapult Ammo: 42 rocks: 20 50#, 7 100#, 15 150#;
 20 H-Bolts (500#), 20 L-Bolts (400#);
 20 oil jugs, 6 50# rocks w/rags
 Magical Ammo: 60 Breakables: 40 MT, 20 SH
 Special Effects: Sails fireproofed @ 80%;
 3 10-man boats
 Cargo: 25 units of diamonds, 25 units of obsidian
 Mage Spells: E1-111tp:m-VS/p-ST/w-AV/e-WK/n-AV/r-WK/o-ST
 V1- 96tp:m-ST/p-AV/w-ST/e-WK/h-AV/r-AV/o-ST
 I1- 68tp:m-WK/p-ST/w-WK/e-VW/h-VW/r-WK/o-AV
 I2- 52tp:m-AV/p-AV/w-WK/e-VW/h-ST/r-VW/o-AV

harshly into combat readiness, and left little doubt about his intention to confront in battle any pirate Grendel should encounter. This has earned him the rancor of many crewmen (and a drop in the general crew Morale Rating of 0.50), who have rallied around the ship's First Officer, the elf Skendri. Faircastle has brought 12 associates with him on the voyage, including his own Sailing Master, and Faircastle's 3 apprentice mages (a VET and 2 INT wizards); all of these men are staunch, reliable supporters of the mage captain. If a battle does occur, and the crew fails a morale roll, GM's might have Skendri attempt to rouse the crewmen to mutiny and, if successful, immediately surrender. If, however, Faircastle and his men rule the day, the ship will fight to the last man, regardless of any indicated morale results.

Faircastle's goal, if a pirate vessel is sighted, will be to get the two ships within spellcasting range while spending the shortest amount of time in the range where the ballistas and catapults of the pirates have the strategic advantage. As a result, Grendel's sailing tactics are likely to look fairly bizarre to pursuing craft, and may rouse suspicions as to what is afoot. If Barrett sights (what he believes is) the insignia of Morghan Silver on any pirate vessels that approach, he will become almost apoplectic with rage, and will be prone to serious lapses of judgement in his haste to close with that ship. The spell preferences of the various mages aboard the vessel are indicated in the ship description that follows.



5)

Gabralyn

This is a two-masted light cargo ship from one of the smaller islands in the Kutrovan sector. Her captain, Anton Gorvalz, is truly jinxed, although he is a veteran seaman. Gabralyn has already experienced substantial hardship on this voyage - her newly Fireproofed mainsail was lost during a severe storm; 30% of the vessel's current cargo was also ruined by water damage when one of the patches on the ship's well-worn hull gave way; additionally, a substantial portion of the crew have but recently recovered from a bad case of food poisoning sustained from eating partially spoiled stores bought by Gorvalz at "bargain" rates; their current overall and detail GIVE ratings are 10% lower than the values indicated on the Ship Form because of the residual effects of this illness. With all these problems, it can be well imagined that morale is low; the ship will start making morale checks when casualties reach 20% of the crew, and will make all such rolls at a -3, virtually ensuring the vessel's quick surrender against any kind of effective assault by the pirates.

The merchant responsible for outfitting and financing this trip, an overweening young man named Jerem al-Kayub, is traveling aboard Gabralyn. If the ship should be captured, he will attempt to impress upon the pirates the great wealth of his family (true),

GABRALYN

Captain Anton Gorvalz
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	2	3	5	8	10/5	
Adjust:	0	2	3	5	8	10/5	
Officers	Hull: 250		Speed: +/-0%		Sail		
Capt. V	Draw: (10)12		Turns: +15°		490		
F. O. E	M:Sprit 110				t: 110		
S. M. V	M:Main 200				t: 200		
M.-A. I	M:Miz'n 180				t: 180		
Mage	M: _____				t: _____		
Charge-Rating	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	8	2	3		3	1	1
INT	12	1	1	2	2	6 p	1 3
VET	5	2 p	2			p 1	2 1
EL	3	1 p	1		1		1
Men	28	4	(7)4	5	(3)1	9	5 5
Points	115		23	14	7	36	25 20
Average	4.11		5.75	2.80	7.00	4.00	5.00 4.00
Adjust	3.61		5.90	2.40	6.80	4.00	4.70 3.25
Letter	G		V	G	E	I	I G
SR Base	10		17	7	20	12	14 14
Ship's Weaponry: Ballista, forecastle							
Catapult Ammo: 15 H-Bolts (450#), 10 L-Bolts (200#)							
Special Effects: Sails fireproofed @ 60%							
(sprit and miz'n only)							
2 6-man boats, 1 10-man boat							
Cargo: 16 units of 30, 150,000 GP							
Passengers: Jerem al-Kayub, trader							
Notes: Current <u>GIVE</u> are 10% below listed; this drops Arty to I, Helm to V, and Sail to G temporarily.							

and encourage them to attempt to ransom his release. If the pirates attempt to contact the family, there is a 60% chance the latter will respond, albeit in attempts to bargain the price down to a small fraction (10-25%) of whatever amount is initially demanded. If the family counteroffer is refused, the al-Kayubim are 80% likely to bring in the local authorities (and woe to any pirates who linger in the area in such an event); otherwise, the base chance of the ransom plan being uncovered are only 15% (GMs should adjust this base figure up or down to reflect the effectiveness of the players' efforts to avoid detection). If Gorvalz is brought aboard any other vessel, whether as Captain, prisoner, or passenger, for any significant period of time, he will increase that ship's chances of experiencing bad fortune - storms, calms, encounters with patrol rather than merchant ships, equipment failures, etc. - by 25% for the duration of its current voyage.

Gabralyn currently carries 16 units of unspoiled cargo with a total value of 150,000 GP. Al-Kayub is still inexperienced as a trader, and tries to cover his lack of discernment by buying a little of everything (make seven cargo rolls on the appropriate Origin port tables).

EQUUS
Captain Peridui Farragut
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	2	3	5	8	10/5
Adjust:	0	3	4	7	10	13/7

<u>Officers</u>	Hull: 250	Speed: +30%	Sail
Capt. E	Draw: (12)16	Turns: +25°	600
F. O. E	M:Sprit 70		t: 70
S. M. E	M:Fore 180		t: 180
M.-A. E	M:Main 210		t: 210
Mage E E V	M:Miz'n 140		t: 140

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR			a/b/c	* see				
INT	6		2	below				3
VET	38	4	4	15	2	18	6	6
EL	16	8	p 2	o 1	2	pp 6	p 2	pp 2
Men	60	12	3x:4	4x:16	(4)1	24	8	11
Points	354		26	97	7	150	50	62
Average	5.90		6.50	6.06	7.00	6.25	6.25	5.64
Adjust	6.40		6.65	6.21	7.05	6.40	6.40	5.79
Letter	V		E	V	E	V	V	V
SR Base	19		20	18	21	19	19	22

Ship's weaponry: (a) Light catapult, midships
(b) Ballista, forecastle
(c) Ballista, helmdeck
Catapult Ammo: 60 rocks: 20 50#, 20 100#, 10 150#;
50 H-Bolts (1500#), 100 L-Bolts (2000#);
60 oil jugs, 10 50# rocks w/rags
Magical Ammo: 156 Breakables (65% bolt attachable):
35 MT, 9 SL, 8 SS, 14 HS, 16 ZP,
10 IT, 11 CF, 36 SH, 5 CV, 12 FG
Special Effects: Sails fireproofed @ 80%,
strengthened @ 50%;
Decks fireproofed @ 60%;
6 8-man boats, 12 16-man boats (below)
Passengers: 160 marines (10 EL, 90 VET, 60 INT), set in
10 squads of 15, each with an EL officer -
4 units (50 VET) are used as archers
Mage Spells: E1-126tp:m-xx/p-xx/w-xx/e-xx/h-xx/r-xx/o-xx
E2-121tp:m-xx/p-xx/w-xx/e-xx/h-xx/r-xx/o-xx
V1-107tp:m-xx/p-xx/w-xx/e-xx/h-xx/r-xx/o-xx

6) Equus

This ship is, apparently, an unremarkable light cargo vessel flying Namori colors. Instead of a rich cargo, however, Equus carries a deadly surprise, for its merchantman exterior is just a decoy concealing its real purpose as a pirate hunter. Belowdecks, the ship is bristling with marines and armaments, and no less than three high level mages. The weaponry is mounted on mechanical platforms which can be raised up to the main decks in about 5 minutes. The ship, of course, does not begin its transformation until fired upon or until the pirate vessel shows its colors; at that point, it will begin the process of moving its catapults into place, but will not show any soldiers above decks, until the ships close within 300 yards (generally even less, if the ship has sustained only minor damage). Fortunately for the pirates, Equus is as slow as any normal vessel of its class, so that it can be fairly readily outrun if the prevailing winds are sufficiently brisk, once the deception has been discovered. GMs should use quiet caution in describing the appearance of the additional man- and fire-power, so as to make the pirate players aware that something is happening while leaving it up to those players to deduce the precise nature and

SPEEDWELL
Captain Bunin Hakarno
(Heavy Cargo)

Winds:	Calm	Soft	moder.	Brisk	Strong	Gale
Speeds:	0	1	2	3	6	8/6
Adjust:	0	1	2	3	6	8/6

<u>Officers</u>	Hull: 440R	Speed: +5%	Sail
Capt. V	Draw: (15)19	Turns: +20°	670
F. O. V	M:Sprit 90		t: 90
S. M. E	M:Fore 200		t: 200
M.-A. V	M:Main 220		t: 220
Mage	M:Miz'n 160		t: 160

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	8			2			4	2 3
INT	33	1		p 18	1	p 12	2	4
VET	16	3		p 3	2	p 7	4	2
EL	3	2			1	p 1	p 1	p 1
Men	60	6		23	(4)1	24	9	10
Points	265			94	7	105	43	41
Average	4.25			4.09	7.00	4.38	4.77	4.10
Adjust	4.20			4.09	7.05	4.53	4.92	4.25
Letter	I			I	E	I	I	I
SR Base	12			12	21	13	14	18

Special Effects: Sails fireproofed @ 80%,
strengthened @ 35%;
8 6-man boats
Cargo: 50 units of diamonds

purpose of these acts. Equus would, of course, like nothing better than to have the pirate try to board her, and may even simulate surrender to draw the other ship closer in; she will pursue, and fire upon, any pirate vessel as long as it can be kept in sight, and will even continue traveling, far into the darkness (at reduced speed, however), in the general direction of a pirate's last observed heading, if nightfall should fall during the pursuit. Equus will attempt to break off engagement if at any time her own seaworthiness has become seriously compromised. The spell preferences of the mages in residence are indicated on the ship form.

7) A four ship treasure convoy

This four ship convoy represents the more typical form of transport for the coveted gemstones being extracted from the mines of Porto Blanca. It consists of two heavy cargo ships, Speedwell and Bonny Lassie, laden to maximum cargo capacity (50 units of diamonds each, see the cargo chart for value), and an escort consisting of a heavy cruiser, Nemesis, of the Seeker class, and a corsair, Zandru, of the Illyra class. Both cargo ships have reinforced hulls and fully fireproofed sails, but neither has any maneuverability to speak of.

BONNY LASSIE
Captain Curan Fitzhaggis
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	1	2	3	6	8/6		
Adjust:	0	1	2	3	6	8/6		
Officers	Hull: 44UR		Speed: +/-0%		Sail			
Capt. E	Draw: (15)19		Turns: +20°		670			
F. O. V	M: Sprit 100				t: 100			
S. M. V	M: Fore 190				t: 190			
M.-A. V	M: Main 210				t: 210			
Mage	M: Mix'n 170				t: 170			
Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	12			7		3	2	3
INT	26	2		9	1 p 11	p 5	p 4	
VET	18	2		p 6	1 p 8	3	2	
EL	4	2			1 p 2	p 1	p 1	
Men	60	6		22	(3)1	24	11	10
Points	264			86	7	112	49	37
Average	4.40			3.91	7.00	4.66	4.45	3.70
Adjust	4.35			3.91	6.80	4.81	4.60	3.85
Letter	I			I	E	I	I	I
SR Base	13			11	20	14	13	17
Special Effects:	Sails fireproofed @ 60%, strengthened @ 50%; 4 10-man boats, 2 6-man boats							
Cargo:	50 units of diamonds							

The four captains have had no experience working with one another in a combat situation, and little means to communicate anything but the most urgent message. Consequently, each ship will act more or less independently of the others in terms of tactics and maneuvers, and may at times get into one another's way. However, the crews and officers of the two warships (particularly Zandru) are seasoned veterans with heavy sea battle experience, and are unlikely to panic, even in a very difficult situation. Attackers are likely to find themselves badly overmatched in overall armaments, unless they can discover a means of defeating the ships of the convoy "in detail", or are themselves part of a small fleet.

The two merchant ships will do little in a battle except draw fire, and will surrender rapidly if the warships are disabled. If one of the cargo vessels is crippled, the two warships will split forces unless they appear to be seriously outnumbered, with the lighter, faster corsair remaining behind. Zandru may also, at the GM's option, give chase to a fleeing pirate craft, but will not spend more than 2-3 hours in such an effort before heading back to its fellow ships.

ZANDRU
Captain Costigan Conway
(Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	2	4	7	10	10/5		
Adjust:	0	2	5	8	12	12/6		
Officers	Hull: 215R		Speed: +20%		Sail			
Capt. V	Draw: (10)13		Turns: +20°		530			
F. O. E	M: Sprit 90				t: 90			
S. M. E	M: Main 250				t: 250			
M.-A. V	M: Miz'n 190				t: 190			
Mage	M:				t:			
Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	5		a/b				1	3
INT	15	1	I	9		1 p 3	p 2	
VET	40	4	3 p 12	2	pp18	p 2	p 4	
EL	10	2 p 1	2	1	3	p 2		
Men	70	7	(7)4	23	(3)1	22	8	9
Points	380		25	122	7	133	40	38
Average	5.45		6.25	5.30	7.00	6.04	5.00	4.22
Adjust	5.60		6.40	5.30	7.05	6.04	5.15	4.22
Letter	V		V	I	E	V	I	I
SR Base	16		19	15	21	18	15	17
Ship's Weaponry:	(a) Ballista, forecastle (b) Ballista, helndeck							
Catapult Ammo:	40 H-Bolts (1200#), 30 L-Bolts (600#)							
Magical Ammo:	5 H-Bolts are 2 x damage w/Dam.Intens.							
Special Effects:	Sails fireproofed @ 60%; 2 8-man boats, 4 12-man boats							

8) Silver Eel, Drucella, and Serpent's Claw

Eel and Drucella are heavy cargo vessels out of the Kutrovan port of Casba, making the Circle route. The former ship is fully laden, carrying 60 units of cargo in its expanded holds (GM's Note: This expansion of cargo capacity has reduced Eel's base speed by 10%); Drucella is a normally-sized vessel filled to 80% (40 units) of normal capacity. The total value of the two cargos is approximately 1.8-2.0 and 0.7-0.9 million GP, respectively; both will carry Diversified cargos.

The two cargo ships are owned by a very wealthy syndicate of Kutrovan merchants known as the Tandii Sea Trading Company. Both have been outfitted with the best sorts of protective measures available. Eel's crew and officers are exceptionally well-qualified, a testament to both the good salaries offered by the Trading Company and to the justly deserved reputation of Eel's wizened and gnome-like captain, Drake Gammon; Eel's Sailing master, Willem Heimlich, is an experienced sea captain in his own right, who joined this crew after his own vessel was reefed and destroyed in a hurricane. Both men are protected by personal Missile Repulsor spells (stop up to 8 pts of missile weapons per combat round each) in addition to the ship's enchantments.

The Tandii syndicate, with over two dozen major cargo ships afloat at any given moment, is a very powerful political force in Kutro, and is often able to

SILVER EEL

Captain Drake Gammon
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	6	8/6
Adjust:	0	1	2	5	7	10/7

Officers	Hull: 350	Speed: +20%	Sail
Capt. E	Draw: (14)18	Turns: +25°	600
F. O. E	M:Sprit 70		t: 70
S. M. E	M:Fore 180		t: 180
M.-A. V	M:Main 200		t: 200
Mage	M:Miz'n 150		t: 150

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	4		2			1	1	2
INT	10	1	1		1	5	p 3	1
VET	18	3	p 3	6	1	pp 6	2	p 2
EL	8		1	2	1	3	1	1
Men	40	4	(7)4	8	(3)1	15	7	6
Points	212		25	50	7	79	33	27
Average	5.30		6.25	6.25	7.00	5.27	4.83	4.50
Adjust	5.70		6.25	6.40	7.05	5.27	4.53	4.50
Letter	V		V	V	E	I	I	I
SR Base	17		18	19	21	15	13	15

Ship's Weaponry: Light Catapult, midships
 Catapult Ammo: 34 rocks: 16 50#, 10 100#, 8 200#;
 8 oil jugs
 Magical Ammo: 6 Breakables: 4 SS, 2 ZP
 Special Effects: Sails fireproofed @ 40%,
 strengthened @ 35%;
 personal 8pt Miss.Reps. on Cpt & SM;
 4 8-man boats
 Cargo: 60 units, 1,800,000 GP

obtain warship escorts for its voyages. Serpent's Claw is a heavy Kutrovan cruiser, scheduled to sail with the caravan as far as Tharcage; there, however, the warship has its own valuable cargo to deliver in the person of the Lady Arabella of Santo Giomond. The lady is to be secretly betrothed to a heretofore undeclared heir of the true royal line of the Sultanate, in an attempt to solidify relations between Kutro and the rebellious factions of Tharcage. Her safe delivery to the uplands of Tharcage by the first new moon of summer has been entrusted to Serpent's Claw's handsome and dashing young captain, Yorick Trumpeter. Yorick, though duly respectful of the wisdom of his superiors, is apt to throw away the book in times of crisis and attempt the totally unexpected. His ingenuity - and unadulterated pure good luck - are such that his bold strategems are usually successful, even against seemingly overpowering odds (for GM's purposes, add 50% to normal percentage chances that any initiative he tries will succeed - examples might include gambling on a wind change; focusing an attack on a particularly vital portion of the enemy ship or crew; taking evasive or aggressive action into fog, reef-ridden waters, night, etc.). If captured, it is a virtual certainty that he will find some way to both make an escape and (at least temporarily) cripple the pirate craft that has seized him. The Lady, if taken, would be a highly ransomable commodity to Kutro and (if word of the vessel's mission is somehow leaked to the pirates) to Timor as well. Should any harm befall the Lady, and Trumpeter lives and escapes, he will relentlessly seek out the perpetrators of the crime and wreak his vengeance upon them. The crew of Serpent's Claw is fanatically loyal to "their Captain", regardless of the odds or apparent desperateness of the situation; no morale roll need be made until 60% casualties have been taken, and +3 is added to the crew's base Morale rating.

DRUCELLA

Captain Aeffar Hungarsson
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	7	9/5
Adjust:	0	1	2	4	7	9/5

Officers	Hull: 350	Speed: -5%	Sail
Capt. V	Draw: (12)15	Turns: +15°	620
F. O. V	M:Sprit 100		t: 100
S. M. V	M:Fore 180		t: 180
M.-A. I	M:Main 190		t: 190
Mage	M:Miz'n 150		t: 150

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	3					2	1	3
INT	18	1		p 4	1	10	3	p 2
VET	15	2		2	1	pp 9	3	2
EL	5	1		1	1	2	p 1	2
Men	41	6		7	(3)1	23	8	9
Points	203			35	7	94	39	40
Average	4.99			5.00	7.00	4.09	4.98	4.44
Adjust	4.29			4.70	6.80	4.09	5.03	4.14
Letter	I			I	E	I	I	I
SR Base	12			14	20	12	15	17

Special Effects: 2 8-man boats, 1 14-man boat
 Cargo: 40 units of 50, 700,000 GP

SERPENT'S CLAW
 Captain Yorick Trumpeter
 (Light Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	3	5	9	12	14/5		
Adjust:	0	3	6	9	14	16/6		
Officers	Hull: 320		Speed: +15%		Sail			
Capt. E *	Draw: (10)14		Turns: +20°		510			
F. O. V	M:Sprit	100			t:	100		
S. M. V	M:Main	100	80	50	t:	230		
M.-A. E	M:Miz'n	90	50	40	t:	180		
Mage	M:			t:				
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	10		a/b/c				1	3
INT	15	1	1	4	1	4	p 3	p 2
VET	50	5	2	pp 2	1	ppp29	5	3
EL	30	4	p 2	14	2	47	p 1	p 1
Men	105	10	(24)5	27	(4)1	40	10	9
Points	590		30	168	7	239	51	39
Average	5.62		6.00	6.11	7.00	5.98	5.10	4.33
Adjust	5.92*		6.15	6.11	6.80	5.98	5.25	4.48
Letter	V		V	V	E	V	I	I
SR Base	20		18	18	20	17	15	17

Ship's Weaponry: (a) Ballista, helmdeck
 (b) Heavy Catapult, midships
 (c) Heavy Catapult, forecastle
 Catapult Ammo: 40 rocks: 25 50#, 10 100#, 5 200#;
 5 H-Bolts (150#), 25 L-Bolts (500#);
 15 oil jugs
 Magical Ammo: 15 Breakables: 6 FG, 6 SH, 3 SL (10% mal)
 Special Effects: Sails fireproofed @ 60%;
 Trumpeter immune to Mortal wounds,
 unless in personal hand-to-hand.
 Passengers: Lady Arabella of Santo Giomond;
 35 marines (5 EL, 15 VET, 10 INT, 5 GR) for
 use as boarding party - not otherwise used.
 Notes: * Trumpeter receives double Morale bonus for the
 overall Crew rating (0.50 instead of 0.25).

9) **Eastern Queen**

This rather seedy-looking Timoran light cargo vessel is sailing its maiden voyage under its new owner-captain, Pietro Aillerie. Aillerie, who for the last several years has been making his living as a professional gambler and card sharp, won Eastern Queen scant weeks ago in a high stakes card game. Though he had been on a ship only a handful of times previously, Pietro decided that his windfall was an omen telling him to become a legitimate businessman, and has undertaken his new career with vigor (if not particular competence). Only a handful of Eastern Queen's former crew and officers have stayed on with Aillerie; fortunately, this number includes the ship's first Officer, the half-elf Galthramel Glimmerdawn, a veteran seaman who now effectively commands the ship. Many of the seamen, however, are as green as their captain, making any encounter with the craft a true test of on-the-job training.

In battle, the crew is likely to man the ship's two catapults with hopeful exuberance, only to quickly

find out the grim realities of relative inexperience. They will begin making Morale rolls at 20% casualties, and with their low GIVE rating, are unlikely to hold out very long against a concerted assault. Moreover, Aillerie may beat his crew to the punch by surrendering immediately if he himself is wounded (he has made and lost fortunes several times over during his life, and values his survival far more than any cargo). (GM's Note: Though Aillerie himself might be inclined to try almost any tactic in battle, however stupid, he has the sense to defer to Glimmerdawn's judgment in such matters; the latter is very conservative and "by the book" and GMs should sail the Queen in this fashion unless the FO somehow becomes disabled.)

Aillerie, befitting his gambler's heritage and shoestring budget, has exhibited a rather bizarre sensibility regarding cargo selection. There is a 70% chance that his holds will be filled with purely speculative cargo, of a type that will at first glance appear totally worthless to the normal observer (e.g., the medieval equivalent of hula hoops, pet rocks, or whoopee cushions). Despite such appearances, however, Aillerie has an instinctive feel for what will appeal to the public's baser tastes, and there is a very good chance (75%) that these items can be sold at a hefty profit (50 + 3D100% of base value) if taken to Aillerie's current destination port (and only that port). The ship carries 20 units of cargo with a base value of only 120,000 GP; if taken and sold at any other port, they will bring a return of only 25% of base value.

EASTERN QUEEN
 Captain Pietro Aillerie
 (Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale			
Speeds:	0	2	3	5	8	10/5			
Adjust:	0	1	2	4	6	7/4			
Officers	Hull: 230		Speed: -25%		Sail				
Capt. G	Draw: (9) 11		Turns: -40°		330				
F. O. E	M:Sprit	130			t:	130			
S. M. I	M:Main	200			t:	200			
M.-A. V	M:			t:					
Mage	M:			t:					
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO		
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire	
GR	25		a/b				15	4	4
INT	9	3	2				pp 4	p 1	p 2
VET	6	2	p 2			2			
EL									
Men	40		(7)4		(2)1	19	5	6	
Points	122		20		4	46	12	16	
Average	3.05		5.00		4.00	2.42	2.40	2.33	
Adjust	2.25		5.00		3.70	2.12	2.10	2.03	
Letter	G		I		I	G	G	G	
SR Base	6		15		11	6	6	10	

Ship's Weaponry: (a) Light Catapult, midships
 (b) Light Catapult, helmdeck
 Catapult Ammo: 35 rocks: 25 50#, 10 100#; 5 oil jugs
 Special Effects: 20pt 2-man Miss.Rep. on helia area;
 casualty limit 20%
 Cargo: 20 units of 30, 120,000 GP

10)

Nederlander

(GM's Note: This encounter should normally be used only in Open or Uncharted sea areas.)

When first encountered, this heavy cargo vessel will appear to be moving rather slowly. Upon any closer examination, it can be seen that the ship is adrift on the water, with no visible signs of life above decks. Unless the weather in the area has been unusually calm, the ship's sails are likely to have been torn to shreds and tatters by wind and weather. There is also a 15% chance that these natural forces have damaged other key portions of the vessel's equipment (masts, spars, helm, rudder, etc.) as well.

Should the players choose to board Nederlander to investigate, they will find that all but a few of her crewmen are missing from the ship, although most (all but one) of the ship's boats and distress flags remain untouched. Those crewmen left aboard are dead, victims apparently of violence or great force; all but two of these corpses will be female (a notable fact, since females typically comprise less than 10% of a vessel's crew - GMs should make IQ saving rolls for the members of the boarding party to determine if they notice this). The ship's cargo, some 35 units, will also be untouched, although some types of cargo will have long since spoiled. Anyone searching the captain's quarters will find a log book with a last entry some 304 weeks old, indicating a generally uneventful voyage and ending with the words, "I hear several cries of Man

Overboard coming from the fo'c'sle. I must check into it. . ." No more can be discerned from the tangible evidence on board.

The abandonment was the result of Nederlander's disastrous encounter with Sirens. The casualties were inflicted when the unaffected members of the crew unsuccessfully attempted to restrain their mates from going "over the side." There is a very good chance that the ship has not drifted too far from the lair of the Sirens; any Natural encounter rolled within the upcoming 36-hour period should be presumed to be an encounter with the Sirens (see the Natural encounters table, result 81); this is true whether or not the players choose to board and sail Nederlander. In order to successfully sail the vessel away, the pirates will have to make whatever repairs are necessary, using their own reserve equipment stores to do so; other than the damage sustained while adrift, Nederlander appears a generally seaworthy craft.

NEDERLANDER
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	7	9/5
Adjust:	0	N/A	N/A	N/A	N/A	N/A

<u>Officers</u>	Hull: 350	Speed: _____	Sail
Capt. N/A	Draw: (12)16	Turns: _____	550
F. O. N/A	M:Sprit 70	_____	t: * 70
S. M. N/A	M:Fore 130	_____	t: * 130
M.-A. N/A	M:Main 200	_____	t: * 200
Mage _____	M:Miz'n 140	_____	t: * 140

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	_____	_____	_____	_____	_____	_____	_____	_____
INT	_____	_____	_____	_____	_____	_____	_____	_____
VET	_____	_____	_____	_____	_____	_____	_____	_____
EL	_____	_____	_____	_____	_____	_____	_____	_____
Men	_____	_____	_____	_____	_____	_____	_____	_____
Points	_____	_____	_____	_____	_____	_____	_____	_____
Average	_____	_____	_____	_____	_____	_____	_____	_____
Adjust	_____	_____	_____	_____	_____	_____	_____	_____
Letter	_____	_____	_____	_____	_____	_____	_____	_____
SR Base	_____	_____	_____	_____	_____	_____	_____	_____

Ship's Weaponry: Heavy Catapult, midships
 Catapult Ammo: 32 rocks: 15 50#, 10 100#, 5 200#, 2 300#
 Magical Ammo: 12 Breakables: 5 SS, 3 ZP, 4 HS (50% mal)
 Notes: * There is an 80% chance for each sail that it will have blown out, necessitating replacement.



11)

Salamander

Salamander is a Tharcagean light cargo vessel, owned by an independent sea captain from Drax named Konopolos. Konopolos hauls freight for a number of Tharcagean mercantile interests, under the watchful eye of the Timoran government of occupation. Despite their heavy scrutiny, however, Kono has managed to maintain a modest sideline as a smuggler, running weapons and

minor battle magic artifacts to the rebels on the north coast; there is a 25% chance that his current cargo will include some contraband items. This illicit cargo, plus any normal cargo items of very high unit value, will be kept in one of two secret compartments which lie beneath the normal bottom of the hold; these two compartments have a total capacity of 5 units. The remainder of the cargo has a value of about 450,000 GP.

Salamander's crew and officers are of reasonable but unexceptional competence; less than a handful have any inkling of the Captain's sideline. Kono himself is no extraordinary seaman or trader, tending to make a modest but consistent profit from the legal portion of his runs. His most valuable talent is an ability to seem less intelligent than he really is, and in so doing to protect his secret from normal prying eyes. If players are to obtain a hint of Salamander's hidden treasures (if any), it should be as the result of their own initiative, not through any information leaked by Kono or his crew.

SALAMANDER
Captain Konopolos
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	2	3	4	6	8/6	
Adjust:	0	2					
Officers	Hull: 310R		Speed: -5%		Sail		
Capt. V	Draw: (10)13		Turns: +15°		500		
F. O. V	M: Sprit 110				t: 110		
S. M. V	M: Main 210				t: 210		
M.-A. V	M: Miz'n 180				t: 180		
Mage	M: _____				t: _____		
Charge-Rating	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	5	2		1		2	3
INT	10	1	1		p 8	1	
VET	15	1	3		1 p 9	2 p 4	
EL	5	3 p 1		1 p 2	p 1	p 1	
Men	35	5 (7)4		(3)1	19	6	8
Points	175	25		7	100	25	37
Average	5.00	6.25		7.00	5.23	4.17	4.63
Adjust	4.70	6.40		6.80	5.38	4.32	4.78
Letter	I	V		E	I	I	I
SR Base	14	19		20	16	12	14
Ship's Weaponry: Ballista, forecastle							
Catapult Ammo: 20 H-Bolts (600#), 20 L-Bolts (400#)							
Special Effects: Secret compartments with Concealment spell; Konopolos has a headband with Telepathic Shield							
Cargo: 25 units, 250,000 GP;							
3 units of 5 concealed, 200,000 GP;							
+2 units concealed, 250,000 GP if smuggling							

the last port of call. As a result, the vessel is carrying about 200,000 GP in cold cash and letters of credit concealed in a safe located in the east wall of the Sailing Master's quarters. Only the ship's four principal officers know the location of these funds, and will not reveal them except under torture.

Empress' captain, Kasselmann Treel, is one of the most astute sailors around, and he and his elite staff of officers know how to wring every last knot of speed out of a favorable wind or current (in Moderate or greater winds, add 20% to the vessel's adjusted base speed after officer and crew rating effects have been factored in; also reduce the chances of a disastrous occurrence during Gale or Storm conditions by 10%). The ship has successfully fought off a pirate assault, and is fairly well prepared against such an event on the current voyage (particularly in comparison to other merchantmen). Empress has very well-trained artillery crews to operate its two light catapults, and carries a well-varied array of ammunition, including a fairly large number of enchanted breakables. As a trader, Treel is considerably less astute, for he is prone to stubbornness and a certain inflexibility in his market perceptions, making incidents like the brouhaha mentioned above not uncommon. His personal tastes are rather bland and Conservative, and are mirrored in the types of cargos he purchases.

EMPRESS
Captain Kasselmann Treel
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	1	2	4	7	9/5	
Adjust:	0	2	4	7	11	14/8	
Officers	Hull: 350		Speed: +45%		Sail		
Capt. E	Draw: (13)15		Turns: +25°		630		
F. O. E	M: Sprit 80				t: 80		
S. M. E	M: Fore 180				t: 180		
M.-A. V	M: Main 200				t: 200		
Mage	M: Miz'n 170				t: 170		
Charge-Rating	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	3	3					1
INT	3				1	1	2
VET	15	1	1		1	10 p 3	2
EL	15	4 p 3		1	pp 9	p 2	p 1
Men	36	5 (7)4		(3)1	20	6	6
Points	213	27		7	127	36	29
Average	5.89	6.75		7.00	6.35	6.00	4.83
Adjust	6.29	6.90		7.05	6.50	6.15	4.98
Letter	V	E		E	E	V	I
SR Base	18	20		21	19	18	15
Ship's Weaponry: Light Catapult, forecastle							
Catapult Ammo: 37 rocks: 20 50#, 6 150#, 5 200#;							
6 oil jugs, 5 50# rocks w/rags							
Magical Ammo: 18 Breakables:							
5 SL, 5 SH, 2 CV, 4 CF, 2 ZP (5% mal)							
Special Effects: Sails fireproofed @ 60%,							
strengthened @ 20%;							
Cargo: 35 units of 55, 600,000 GP							

12) **Empress**

Empress is a heavy cargo vessel from Timor, and travels the Circle Route. The ship has a 55-unit cargo capacity, but is only about 60% full at the present time due to the untimely collapse of one trade deal in

13) Green Wave, Delhambra, Wind Witch, and Cirrus

These four independent heavy merchant vessels out of Timor have banded together for mutual protection while traveling the Circle Route. Each merchant owner contributed 25,000 GP prior to the voyage's outset, toward the purchase of various protective and offensive enchantments for the group. Except for their mutual interest in survival, the merchants and their vessels have little in common.

Green Wave is owned by the Augustin family, one of the oldest mercantile interests in Timor and still highly regarded. Though they trade in a diversified market, the Augustin's primary interests are gems and metals, for they own a number of establishments engaged in decorative metalworking and the manufacture of fine jewelry. Romulo Augustin, second son of the family's ruling patriarch, accompanies the vessel as chief buyer. Because of his presence aboard, the Wave has hired on a veteran mage for the voyage; the wizard, Theremin, specializes in wind and weather control spells. Green Wave has a normal cargo capacity of 50 units and a total available purse of 1.6 million GP.

Delhambra is perhaps the least unusual vessel of the quartet. Its owner-captain, Clinton la Farge, is a nondescript (albeit successful) trader; his crew and officers are neither the best nor worst around. La Farge is a follower, not a leader, and likely to parrot

the initiative of others in any crisis situation that should occur. The vessel has a cargo capacity of 60 units (-10% to base speed), and a total available purse of 900,000 GP.

Wind Witch is owned by a syndicate of five Namotto businessmen, and is captained by the young but able Valyri Raven. The latter is very reluctantly committed to this joint enterprise; if the convoy becomes engaged in battle with pirates and is getting the worst of it, and Wind Witch is comparatively unharmed, Raven is likely to split off from the group and make a break for the open seas. The ship has a cargo capacity of 50 units, but will never be filled to more than 80% of capacity; its total purse is 1,000,000 GP.

Cirrus is a very competently crewed vessel with good morale. Unfortunately, on its last voyage, the ship sustained some serious hull damage, which has been improperly repaired; on any round of combat where the Cirrus' hull sustains more than 10 points of damage, there is a 30% chance that this old damage will resurface (doing an additional 5D10 damage immediately and requiring the attention of 6 crewmen from the Repair detail to prevent a further 1D10 water damage per combat round). Cirrus has a cargo capacity of 60 units (-10% to base speed) and a total purse of 1.3 million GP. The ship has an intermediate level mage of fairly modest abilities on board.

GREEN WAVE
Captain Immeldo Arronni
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	1	2	4	7	9/5		
Adjust:	0	1	3	6	10	13/7		
Officers	Hull: 350		Speed: +45%		Sail			
Capt. E	Draw: (13)16		Turns: +25°		700			
F. O. E	M:Sprit 100				t: 100			
S. M. E	M:Fore 200				t: 200			
M.-A. V	M:Main 250				t: 250			
Mage V	M:Miz'n 150				t: 150			
Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR								
INT	6		3		1		2	3
VET	21		2		2	13	p 4	p 3
EL	15		p 2		1	pp11	p 1	p 2
Men	42		(7)4		(4)1	24	7	8
Points	255		26		7	155	39	44
Average	6.08		6.50		7.00	6.46	5.58	5.50
Adjust	6.48		6.65		7.05	6.61	5.73	5.65
Letter	E		E		E	E	V	V
SR Base	19		19		21	19	17	19
Ship's Weaponry: Light Catapult, midships Catapult Ammo: 40 rocks: 20 50#, 20 100# Magical Ammo: 15 Breakables: 10 HS, 5 SH Special Effects: Sails fireproofed @ 80%; replacement sails fireproofed @ 80%; 10pt Miss.Rep. on Cpt and SM; 2 8-man boats, 2 10-man boats Cargo: 45 units of 50, 1,5000,000 GP Passengers: Romulo Augustin (personal 20pt Miss.Rep.) Mage Spells: V1-127tp:m-AV/p-ST/w-VS/e-AV/h-WK/r-WK/o-ST								

DELHAMBRA
Captain Clinton la Farge
(Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	1	2	4	7	9/5		
Adjust:	0	1	2	5	6	8/5		
Officers	Hull: 380		Speed: +5%		Sail			
Capt. V	Draw: (14)18		Turns: +10°		640			
F. O. I	M:Sprit 100				t: 100			
S. M. E	M:Fore 180				t: 180			
M.-A. V	M:Main 200				t: 200			
Mage	M:Miz'n 160				t: 160			
Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	4		3		1			
INT	12		1				9	p 3
VET	16		2		1	pp11	2	4
EL	8		2	p 2		1	3	p 2
Men	40		5	(7)4		(3)1	23	7
Points	208		26		7	123	38	39
Average	5.20		6.50		7.00	5.35	5.44	5.58
Adjust	4.50		6.65		7.05	5.35	5.59	5.73
Letter	I		E		E	I	V	V
SR Base	13		19		21	16	16	18
Ship's Weaponry: Ballista, forecastle Catapult Ammo: 25 H-Bolts (750#), 20 L-Bolts (400#) Magical Ammo: 5 each L- and H-Bolts +2 to HP from enchantment w/Accuracy Special Effects: Sails fireproofed @ 80%; strengthened @ 35%; all officers have 8pt Miss.Rep.; 4 8-man boats Cargo: 60 units, 900,000 GP								

WIND WITCH
 Captain Valyri Raven
 (Heavy Cargo)

CIRRUS
 Captain Murrin Thusso1
 (Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	7	9/5
Adjust:	0	1	3	5	9	11/6

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	1	2	4	6	8/6
Adjust:	0	1	2	5	7	10/7

Officers	Hull: 350	Speed: +25%	Sail
Capt. I	Draw: (12)15	Turns: +10°	690
F. O. V	M:Sprit 100		t: 100
S. M. E	M:Fore 200		t: 200
M.-A. V	M:Main 220		t: 220
Mage	M:Miz'n 170		t: 170

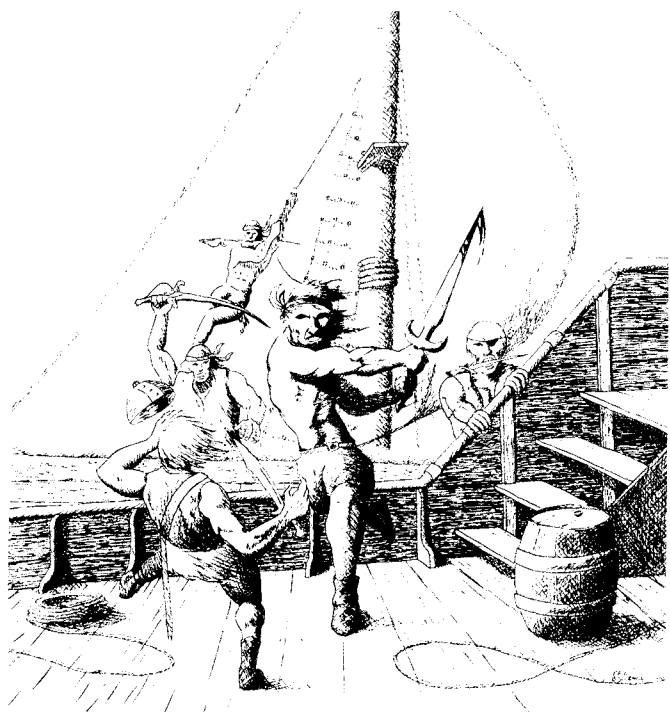
Officers	Hull: 360	Speed: +20%	Sail
Capt. E	Draw: (14)18	Turns: +20°	580
F. O. E	M:Sprit 130		t: 130
S. M. V	M:Main 250		t: 250
M.-A. E	M:Miz'n 200		t: 200
Mage I	M:		t:

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	3		a/b					2
INT	3		2					1
VET	15		2		1	7	3	2
EL	15	5	p 2		1	pp 7	p 3	p 1
Men	36	5	(7)4		(2)1	14	6	6
Points	174		26		7		39	27
Average	5.80		6.50		7.00	6.50	6.50	4.50
Adjust	5.75		6.65		7.05	6.65	6.65	4.65
Letter	V		E		E	E	E	I
SR Base								

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	5		3				1	2
INT	10			7	1	1	1	1
VET	20	2	3		1	p 13	p 3	2
EL	10	3	p 2	2	1	p 3	p 2	p 1
Men	45	5	(8)4	9	(3)1	18	7	6
Points	240		26	42	7	105	38	27
Average	5.33		6.50	3.67	7.00	5.83	5.44	4.50
Adjust	5.58		6.65	3.77	6.80	5.98	5.59	4.65
Letter	V		E	I	E	V	V	I
SR Base	16		19	11	20	17	16	15

Ship's Weaponry: (a) Light Catapult, forecastle
 (b) Heavy Catapult, midships
 Catapult Ammo: 34 rocks: 10 50#, 10 100#, 5 200#, 4 250#
 10 oil jugs, 5 50# rocks w/rags;
 Magical Ammo: 20 Breakables: 10 ZP, 5 CV, 5 CF
 Special Effects: Sails fireproofed @ 40%;
 40pt 2-man Miss.Rep. on helm area;
 4 6-man boats
 Cargo: 40 units of 50, 1,000,000 GP

Ship's Weaponry: Heavy Catapult, midships
 Catapult Ammo: 34 rocks: 12 50#, 6 100#, 10 200#,
 6 50# rocks w/rags
 Magical Ammo: 17 Breakables: 5 MT, 6 IT, 6 HS
 Special Effects: Sails fireproofed @ 80%;
 2 8-man boats, 1 14-man boat
 Cargo: 60 units, 1,300,000 GP
 Mage Spells: I1-69tp:m-AV/p-AV/w-VW/e-WK/h-WK/r-AV/o-AV



14) Black Manta

This San Toregan light cargo vessel is engaged in the slave trade, and carries a cargo of about 300 men and women (in proportions of about 4 females to 1 male). The slaves are kept, chained and drugged, in very cramped quarters belowdecks, except for brief periods when they are brought up and exercised on deck to keep up their muscle tone. In addition to its normal crew, Manta maintains a force of 20 guards armed with swords and truncheons to keep order among their human cargo and make examples of rebellious ones.

There is a 20% chance that a group of slaves will be on deck when the pirate vessel makes its initial sighting. The slaves are not likely to become a factor in the fighting unless the pirates attempt to advance belowdecks during a boarding action; their guards will also place themselves at risk as little as possible (since they are essentially bullies with but little enthusiasm for a fair fight). Manta is rather lightly weaponed and not really equipped for a pitched sea battle; its crew will begin making Morale checks at the 10% casualty level. There is a 30% chance that Manta's captain will try to run a bluff, threatening to kill his cargo to a man unless the pirates agree to a 50-50 division of spoils; he is not prepared to carry out this threat if his bluff is called.

Most of the slave cargo is from the primitive lands south of San Torea; they do not speak the Common language, and only one man on the slaver's crew has pidgin ability in their native tongue. There is a 10% chance that one of these slaves is a member of the ruling family of her clan, whose liberation and return would bring great honor (but little immediate cash, and be nigh onto impossible due to the generally uncharted nature of those seas). There is also a 15% chance that disease has broken out among the slave population; if unchecked by a Master Healer, this disease (a tropical fever with a mortality rate of about 40%) will soon spread through the crew until those infected are quarantined. Slave cargos (particularly of good stock like this one) can bring a good price at most of the major area ports; however, this trade is a very rough business filled with unsavory characters, and pirate players attempting to pose as flesh merchants will need to be exceedingly careful to avoid running afoul of scheming competitors.

BLACK MANTA

Captain Billy-Joe Hollister-Smythe
(Light Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	2	3	5	8	10/5		
Adjust:	0	2	4	6	10	12/6		
Officers	Hull: 250		Speed: +20%		Sail			
Capt. E	Draw: (11)14		Turns: +20°		410			
F. O. E	M:Fore 160				t: 160			
S. M. V	M:Main 250				t: 250			
M.-A. E	M:				t:			
Mage	M:				t:			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	5		4		1			2
INT								
VET	25	1	1	8	1	pp11	4	2
EL	10	4	p 3		1	pp 4	p 2	p 2
Men	40	5	(8)4	8	(3)1	15	6	6
Points	230		27	48	7	94	38	30
Average	5.75		6.75	6.00	7.00	6.26	6.33	5.00
Adjust	6.00		6.90	6.10	6.80	6.41	6.48	5.15
Letter	V		E	V	E	V	E	V
SR Base	18		20	18	20	19	19	16
Ship's Weaponry: Heavy Catapult, helmdeck Catapult Ammo: 20 rocks: 12 50#, 5 200#, 3 300# Magical Ammo: 7 Breakables: 4 SL, 3 CV Special Effects: Sails fireproofed @ 80%; 4 banks of oars; 2 18-man boats; casualty limit 10% Passengers: 20 Guards (6 VET, 14 INT)								

15) **Port Loeghe**

This ship is a rather battered cruiser-class vessel, a former light warship now being used by the Timoran government for the transport of undesirables (primarily convicts and indigents) to the colony of Porto Blanca. There are some 400 cramped and chained "colonists" aboard, accompanied by a full merchant crew and a small contingent of 40 soldiers. About half of

the soldiers will contribute to the ship's bowfire in the event of an attack (treat as VET archers for purposes of this detail only). There is a 35% chance that some portion (D100%) of the convicts will use the diversion of the attack to attempt to break free. Should this occur, the efficiency of all the ship's details are likely to be impaired by D6 x 5% until the disturbance is quelled.

Although the successful colonization of Porto Blanca is a major objective of the Timoran regime, only about 20% of the soldiers and crew aboard this ship have enough blind patriotic fervor to willingly battle to the death to ensure the delivery of this human flotsam to the colony. Consequently, morale checks should be made starting at 10% casualties, with savings rolls based on only 2 x the ship's GIVE rating.

If any of the convicts from Port Loeghe are taken aboard the pirate vessel or utilized aboard the captured ship as crew, it will not take long before D20% of these men begin exhibiting mutinous behavior (of either overt or covert nature, depending on their numbers and the GM's personal bent). These men are the truly bad apples, and nothing can be done to stop them short of cutting them out like the cancer they are. If this is not done rapidly, matters may quickly get out of hand and precipitate a major power struggle aboard ship.

PORT LOEGHE

Captain Christian Bligh
(Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	3	4	6	10	12/5		
Adjust:	0	2	3	5	8	10/4		
Officers	Hull: 350		Speed: -20%		Sail			
Capt. G	Draw: (12)16		Turns: -5°		480			
F. O. V	M:Sprit 100				t: 100			
S. M. V	M:Main 200				t: 200			
M.-A. V	M:Miz'n 180				t: 180			
Mage	M:				t:			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	6		a/b 3					
INT	12		1				8	1
VET	14	2	2	18	1	pp 7		2
EL	3	2	p 1	o 2	1			p 1
Men	35	4	(7)4	* 20	(2)1	15		4
Points	169		23	122	7	74		23
Average	4.81		5.75	6.10	7.00	4.93		5.75
Adjust	4.51		5.90	6.25	6.80	4.93		5.90
Letter	I		V	V	E	I		V
SR Base	** 8		17	18	20	14		17

Ship's Weaponry: (a) Light Catapult, forecastle
(b) Light Catapult, helmdeck
Catapult Ammo: 30 rocks: 10 50#, 10 100#, 10 200#
Special Effects: 3 10-man boats;
casualty limit 10%
Passengers: 40 soldiers (2 EL, 18 VET, 16 INT, 4 GR);
400 transportees
Notes: * 20 soldiers will join Arch detail in combat.
**overall Morale Rating only 2 x GIVE.

Dawnbreaker

This ship is a heavy cargo vessel which has been crudely reconditioned to serve as a passenger ship, a mish-mash of patchwork and jury rigging that appears at close range to be kept afloat by sheer force of will (a perception that may not be an exaggeration, given the nature of its captain and passengers). This ship, too, is a colonist vessel, bound for Porto Blanca; it bears 120 followers of an extremist religious sect led by the priestly mage, Naputir the Moral. Naputir's supporters, beyond his inner circle of 12 "councillors" who perform most of the official duties on the vessel, are your basic glassy-eyed fanatics, prepared to fight to the last man on behalf of their righteous cause (in hand-to-hand, they will fight as Berserks - move one column to the right in determining all boarding action results for the defenders). Consequently, Dawnbreaker's crew require no Morale saving rolls during combat.

They will continue to fight, using the limited, conventional weaponry at their disposal and Naputir's modest capacity for Fire-related spells (his real skill is in showy pyrotechnics rather than serious battle magic of this type) until one of the following occurs:

- 1) Naputir is killed (a difficult task since he wears an advanced Missile Repulsor circlet around his neck which is capable of deflecting up to 30 points of missiles per combat round, and even possesses a 40% chance of turning a Kill Person critical result from a catapult attack into a Serious Wound result);

- 2) more than 50% of the vessel's sail is destroyed; or
- 3) more than one portion of the hull springs a leak.

Dawnbreaker will immediately surrender once one of these conditions has been met. In the latter two cases, however, the real battle will just be beginning. In magic, Naputir's real specialty is mind control spells of a voice-activated nature. Though he cannot utilize his full powers (since he must maintain control of his existing minions), he can attempt to charm certain elements of the pirate crew (up to 206 men within a 25' diameter; MGR saving rolls are at -3, with base MGR for NPCs at 9 + D6), setting up a new confrontation on board ship at odds more favorable to the pilgrims, and with the elements of surprise and confusion on his side.

If the pirates are successful in fighting off this second threat, and somehow silence, subdue or kill Naputir, they will be free to examine the rest of the vessel. Despite the ship's exterior appearance, the pirates will find that Dawnbreaker's holds are very well provisioned with both shipboard and expeditionary supplies of high quality (enough to meet a pirate corsair's supply needs for 4-8 months). If this sudden show of wealth rouses the curiosity of the buccaneers,

DAWNBREAKER
 Captain Naputir the Moral
 (Heavy Cargo)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	1	2	4	7	9/5	
Adjust:	0	1	2	3	6	8/4	
Officers	Hull: 325		Speed: -15%		Sail		
Capt. I	Draw: (14)18		Turns: -10°		680		
F. O. I	M:Sprit 100				t: 100		
S. M. V	M:Fore 180				t: 180		
M.-A. I	M:Main 220				t: 220		
Mage E	M:Miz'n 180				t: 180		
Charge-Rating	Petty Crew	PO Off.	MA Arty	SM Helm	PO Sail	PO Repr	PO Fire
GR	60		42		14	4	4
INT	38	3	pp11	2	17	p 8	5
VET	10	3	4	2	ppp4		p 1
EL							
Men	108	6	57	(4)1	35	12	10
Points	332		152	6	120	40	34
Average	3.07		3.67	6.00	3.44	3.33	3.40
Adjust	4.57*		4.17*	6.50*	3.94*	3.83*	3.40
Letter	I		I	E	I	I	G
SR Base	13		12	19	11	11	16
Special Effects: 2 banks of oars							
Mage Spells: E1-134tp:m-WK/p-AV/w-VW/e-VW/h-VS/r-ST/o-VS							
Notes: * Naputir's hold is such that he adds 1.50 to overall Crew Morale and 0.50 to individual details for general euphoria.							



so that they carefully search the captain's cabin, they may find the magically concealed lead-lined box which contains the remainder of the sect's coffers (some 70,000 GP in gems and coin, plus various property deeds and other executed agreements made by cult adherents providing the sect with legal control of an additional 250,000 GP in assets). If Naputir has been stopped before casualties among his followers become severe, there is a 20% additional chance that one of the followers will turn out to be the wayward young-adult son of a Timoran high government official, a highly ransomable commodity.

17) Callisto

The pirates come upon another raider of the sea, Callisto, a corsair similar to their own. On an 01-40 (roll D100), these pirates have recently seized a fat merchant vessel (choose randomly from among those previously listed) which is sailing along with them under a prize crew. Until one side or the other unfurls its Jolly Roger and/or personal insignia, it is likely the ships will not uncertain of each other's identities

CALLISTO
Captain Ezorghi of the Raven Clan
(Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	3	4	8	12	12/4	
Adjust:	0	3	5	9	14	14/5	
Officers	Hull: 175		Speed: +15%		Sail		
Capt. V	Draw: (9) 11		Turns: +20°		420		
F. O. V	M:Fore 200				t: 200		
S. M. E	M:Main 220				t: 220		
M.-A. V	M:				t:		
Mage	M:				t:		
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO
Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	8	a/b		1		1	
INT	17		14		1	2	4
VET	28	1	2	10	1 p	9	4 3
EL	12	5 p	2 p	2	1 p	4 p	1 p 1
Men	65	6	(8)4	26	(3)1	14	7 8
Points	320		26	130	7	86	39 41
Average	4.92		6.50	5.00	7.00	6.14	5.58 5.13
Adjust	4.87		6.65	5.00	7.05	6.29	5.73 5.28
Letter	I		E	I	E	V	V I
SR Base	14		19	15	21	18	17 18
Ship's Weaponry: (a) Ballista, forecandle (b) Heavy Catapult, midsips							
Catapult Ammo: 27 rocks: 12 50#, 5 100#, 4 200#; 10 H-Bolts (300#), 20 L-Bolts (400#); 6 50# rocks w/rags							
Magical Ammo: 15 Breakables: 4 ZP, 4 SH, 2 IT, 2 HS, 3 CF (8% mal)							
Special Effects: Sails fireproofed @ 60%; 10pt 1-man Miss.Rep. on helm area; 4 6-man boats, 2 14-man boats; casualty limit 50%							
Cargo: 40% of 6 units (random) from nearest port							

and may begin girding for war - up to and including an initial artillery salvo. Once revealed, the ships may draw alongside and trade information, agree to join forces, or choose to battle among themselves. About half Callisto's crew are of orcish blood, hot-tempered and easily offended; consequently, negotiations of any type must be delicately handled to prevent a breakout of hostilities. If fighting between the two does break out, the winners had better be prepared (Callisto's crew definitely are) to slaughter the losers to a man, for word of such dishonor among thieves (if somehow leaked) could brand a crew as outlaws even from their own kind.

In materials, weaponry, and on-boat protection, Callisto is likely to be a match for most pirate vessels. Its crew, however, is a volatile commodity, capable of undermining the ship's own cause through dissension. There is a 40% chance that each given detail on ship will pick this truly inopportune moment to begin squabbling over who is in charge and the limits of their authority. Such conflicts may or may not come to actual blows; they will last 3012 combat rounds in any event, reducing each detail's efficiency by 25% for the duration of its crisis.

18) Sea Wolf

(GM's Note: This encounter can only occur in the southern portion of the area mapboard.)

SEA WOLF
Captain Kelarin ban Hokari
(Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	2	4	6	10	10/5	
Adjust:	0	2	4	6	11	11/5	
Officers	Hull: 230RR		Speed: +5%		Sail		
Capt. V	Draw: (12)16		Turns: +15°		590		
F. O. V	M:Sprit 100				t: 100		
S. M. E	M:Fore 160				t: 160		
M.-A. E	M:Main 180				t: 180		
Mage	M:Miz'n 150				t: 150		
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO
Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	4	abc	def		1	3	2
INT	6		1				
VET	28	3	1		2	pp16	p 4 p 4
EL	12	6 p	2				
Men	50	9	(4)3		(3)1	19	4 6
Points	284		20		6	102	24 28
Average	5.68		6.67		6.00	5.37	6.00 4.67
Adjust	5.73		6.82		6.05	5.37	6.00 4.67
Letter	V		E		V	I	V I
SR Base	17		20		18	16	18 15
Ship's Weaponry: 6 "Harpoon Guns"							
Catapult Ammo: 60 Harpoons							
Magical Ammo: 5 harpoons are +3 to HP w/Accuracy							
Cargo: 12 units of sea serpent parts, 200,000 GP							

This three-masted vessel has a basic corsair hull that has been doubly-reinforced (+30% to hull points, -20% reduction in speed). It has been garishly painted in red and orange, and the torso of a great serpent adorns the bow. The ship is obviously a serpent hunter, outfitted to capture, kill, and process the great sea reptiles that pass through this region during the late autumn months. At the moment, it is returning to port (either San Torega, the Kutrovan sector, or the Colombo Islands) fully loaded with a fresh catch which has been partially processed into its many useful component parts. The total cargo has a value of about 200,000 GP and a total weight of 12 units; if taken to a port other than the ones listed above, only half this return will be realized.

The ship's special armaments consist of a half-dozen (3 each port and starboard) immense mounted harpoon guns which fire heavy metallic bolts attached to up to 3000' lengths of strong high-tensile cable, which in turn can be attached to manually-operated winches. These bolts can do substantial damage to a vessel's hull, especially if the latter is not itself "ironbottomed" (non-reinforced hulls take 3D12 damage per hit, plus a 25% chance of a "critical hit" opening a leak requiring the attention of the Repair detail; reinforced hulls take 2D10 damage with only a 3% chance for a "critical"). Each "gun" requires a crew of four, and take about twice the time to load and fire as a catapult. (GM's Note: Should the pirates attack this craft and prevail, any crew attempting to use these guns in later engagements should be treated as Green, regardless of their experience with other artillery.) The hunters are a proud and feisty bunch who will not be easily subdued, for anyone who has stared into the eyes of a rampaging 300 foot serpent is not likely to be cowed by a few "bloody, flaming" catapult stones.

19) The Smugglers

(GM's Note: This encounter can only take place in the Coastal or Sea Lanes areas off the areas of Timor or Tharage. Regardless of the time in which the encounter was originally identified, there is a 90% chance that it will not occur until the evening of that day.)

Three small, ocean-going vessels pass within 2 miles of the pirate vessel. Players may at first mistake the ships for patrol boats; but, if they do not act in haste, and let their watches track the vessels for a short while, it will soon become obvious that these ships are trying very hard to conceal their own presence in the area. The ships are smugglers who seek to deliver a shipment of an outlawed herb which can be distilled into a potion used by seers to induce visions of the future (but which also has a high probability of producing serious side effects, such as recurring hallucinations and feelings of extreme, sometimes homicidal, paranoia). Each ship carries about a half ton of the illicit substance, along with a modest amount of conventional cargo as a cover story. The herb can bring a price of up to 50 GP per pound; however, only a very few potioners will be willing to undertake the legal and personal risks associated with handling it, making it a very risky cargo to unload. (GM's Note: If the pirates should get their hands on any of this cargo, their adventure is likely to be just beginning.) If attacked by the pirates, the smugglers will run for it, splitting up (they have previously established a rendezvous point in an inlet along the coast for just such an event). The smuggler ships need not make Morale rolls until they have taken 50% casualties; they will surrender immediately, however, if they are grappled and successfully boarded.

Whether or not the pirates attempt to pursue and engage the smugglers, there are chances (10% if they are pursuing, 45% if not) that they will, within D100 minutes, encounter a coastal patrol ship (see Hostile encounter #7), itself in pursuit of the smugglers. The patrol boat will certainly turn its attentions toward the pirates if attacked; otherwise, there is only a 40% chance that it will abandon the current chase to investigate their presence. If the patrol encounter occurs while the chase of the smugglers is still on, the pirates may find the patrol craft an unexpected ally for at least a few moments.

a smuggler vessel
(Smuggler)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	4	7	10	14	12/3
Adjust:	0	5	9	13	18	15/4
Officers	Hull: 120		Speed: +25%		Sail	
Capt. E	Draw: (7) 8		Turns: +20°		200	
F. O. V	M:Main 200				t: 200	
S. M. Capt.	M: _____				t: _____	
M.-A. FO	M: _____				t: _____	
Mage	M: _____				t: _____	
Charge-Rating	Petty	PO	MA	SM	PO	PO
	Crew	Off.	Arty	Arch	Helm	Sail
	Repr					Fire
GR	_____					
INT	6	_____		5	_____	
VET	10	2	p 1	1	6	p 2 p 2
EL	2	1	_____		1	p 1
Men	18	3	6	(2)1	7	3 3
Points	98	_____		26	7	43 16 16
Average	5.55	_____		4.33	7.00	6.14 5.33 5.33
Adjust	5.75	_____		4.33	7.05	6.29 5.48 5.48
Letter	V	_____		I	E	V I I
SR Base	17	_____		13	21	18 16 16
Special Effects: Sails fireproofed @ 40%, strengthened @ 35%; casualty level 50%						

20)

Terra Nova

This is a rather compact three-master, slightly smaller than a pirate corsair in size. Its hull and sail design are radically different from other ships, and from close range, an observer can see that Terra Nova bears equipment totally unlike anything seen before. The ship is the brain-child of one Dr. Emil Sarcophagus, an eccentric scientist and inventor from Tharcage. Of the ship's many unique features, four are worthy of particular note:

- A) the ship's better aerodynamic design enables it to travel 30% faster than a normal corsair, and adds 30 degrees to the ship's effective turning radius per turn. Any new helmsman will need some time to familiarize himself sufficiently with the craft to take advantage of these speed bonuses; the time requirements for learning are EL=2 weeks, VET=4 weeks, INT=10 weeks, GR=24 weeks. If the ship's design is used as a model, and a copy of the vessel is constructed (but without Sarcophagus' direct involvement), the copy will receive only a 15% speed bonus.
- B) the prow of the ship has a small rotating box mounted on it. This box is a "reef finder," which utilizes a combination of light and sound to produce an effect equivalent to a crude form of sonar. The device has a 90% chance of identifying any shoal or reef up to 1/2 mile ahead of the vessel, and can pinpoint its depth to a range of plus or minus 2 feet; in dusk or heavy cloud cover, these chances fall to 70% and plus or minus 5 feet. The device can not function at night.

TERRA NOVA
 Captain Archmon Skye
 (Experimental Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	4	7	11	16	16/4		
Adjust:	0	4	7	11	16	16/4		
Officers	Hull: 160		Speed: +/-0%		Sail			
Capt. V	Draw: (7) 9		Turns: +15°		490			
F. O. E	M:Fore 160				t: 160			
S. M. Capt.	M:Main 180				t: 180			
M.-A. V	M:Miz'n 150				t: 150			
Mage I	M: _____				t: _____			
Charge-Rating	Petty Crew	PO Off.	MA Arty	SM Arch	PO Helm	PO Sail	PO Repr	PO Fire
GR	-----							
INT	15					13	2	3
VET	8	2			2	pp 4	2	p 2
EL	2	1			1	p 1		p 1
Men	25	3	(3)1		17	5	6	
Points	122			7	76	27	31	
Average	4.88			7.00	4.47	5.40	5.17	
Adjust	5.03			6.80	4.47	5.55	5.32	
Letter	I			E	I	V	I	
SR Base	15			20	13	16	16	
Special Effects: aquabot "Frogger"; 1/2 bank of oars; special instrumentation								
Cargo: 6 units of expeditionary supplies								
Passengers: Dr. Emil Sarcophagus, owner/scientist; 6 other elderly scientists								
Mage Spells: I1-65tp:m-WK/p-ST/w-AV/e-VW/h-WK/r-WK/o-AV								

- C) a "weather station" in the helm area carries a number of weather forecasting instruments with widely varying accuracy. This equipment has a 60% chance of anticipating wind shifts in advance (i.e., whenever this roll is successful, Terra Nova gets to know the result of rolls made on the Wind Speed and Direction chart three turns in advance of when they actually take effect). For comic relief, another of the multitude of instruments in the weather station can infallibly predict the appearance of storms - 1 hour after they have already occurred.
- D) last but not least among the Doctor's inventions is "Frogger," the aquabot. Frogger is a voice-activated mechanical android with modest independent reasoning capacity (slightly above that of a Krindorean) used by the ship to complete undersea exploratory tasks and external repairs. Frogger can stay underwater for up to 2 hours at a stretch and has the strength and carrying capacity of 3 men. The aquabot is an amazing piece of artificing, even if it does have a tendency to take any instructions given to it very, very literally. . .

Terra Nova, strangely enough, is bound for The Shroud, the mysterious fog-bound area in the middle of the Biracean. With the help of the reef finder and his command of the mathematics of probability, Sarcophagus has penetrated into the center of the Shroud, and landed briefly on Lost Island. He now seeks to return there, to gather specimens of the local flora (some of which appear to have extraordinary healing or other effects on their consumers) and of the smaller types of animal life present. He is accompanied by a crew of 30, mostly fellow scientists with only moderate sea experience. Sarcophagus' young, magic-user daughter, Copper, and her lover, Archmon Skye, are also aboard; Skye, a very resourceful ex-mercenary, functions as captain for Terra Nova.

Terra Nova is not a fighting craft, and will take purely evasive action if confronted with pirates until and unless an opponent closes within 1/4 mile. At that point, the vessel will mount a three-pronged effort to save itself:

- 1) Skye will organize some (206) of the men into an archery detail; he himself is an truly incredible marksman, who has a 20% chance of a critical per mr whenever he fires at the deck area of the opposing vessel;
- 2) Copper will attempt to use Weather Control and/or Protective spells to aid the ship; and
- 3) Sarcophagus will dispatch Frogger the aquabot with instructions to disable the other vessel (the bot may attempt to foul the latter's rudder with strands of seaweed, smash a hole in the hull, etc.).

If these actions do not appear to be turning the tide, Sarcophagus will surrender before the ship is too seriously damaged, launching a small rowboat containing Skye, 4 good men, and himself under a white flag to meet with the pirate vessel to discuss terms of surrender. The ship has little cargo except provisions and some modestly valuable exploratory equipment; the real treasure is the vessel itself and the creative mind of its designer, and it is up to the pirates to realize this. Sarcophagus will say little of his own skills, but others of his crew will not be so discreet. The only sure way the pirates can secure the Doctor's cooperation is by seizing and holding Copper as a hostage. If this is done, Skye will not give up on trying to engineer her rescue; he should be treated as having rather impressive abilities at escape and stealth, capable of breaking out of almost any type of imprisonment within 48 hours, and as a quite skilled practitioner of the art of hand-to-hand combat.

ENCOUNTERS WITH HOSTILES

The following encounters are with ships (or fleets of ships) that will usually seek to carry the attack to the corsairs, rather than fleeing from their pursuit. There are seven encounters presently in this group; if the pirates are in Coastal waters, there is a 50% chance for the 7th encounter, with patrol ships - else, the GM may simply roll a D6 to determine the encounter randomly or may select his own preference. The patrol ships are never encountered outside of the respective coastal areas.

1) Vigilant and Crimson Tide

These are two standard Namori three-masted war cruisers of the Appalonia class. Their current mission is to hunt down pirates; their zeal in discharging this task will greatly depend on the value being placed on

prize ships these days (which will in turn depend on the number of Namori merchantmen that have been sunk or lost in the last six months - see Hostile encounter 2 above for check method). Both vessels are heavily armed and carry a substantial amount of magical ammunition; there is a 40% likelihood that each will be carrying an INT mage on board at the present time (stats for each mage are indicated in the ship description).

Neither of the commanders for these craft could be considered to be anything special. In fact, the captain of Crimson Tide, Ursa Tranby, is a near-illiterate whose tactics are about as subtle as a battering ram; the man's luck to date, however, has been nothing short of phenomenal. If the pirate ship moves into Tide's sighting range, there is a 40% chance that some manner of bad fortune (equipment breakdown or jam, becalming, etc.) will befall the pirates, enabling the warships to close within battle range unless the pirates carry a mage or Elite repair crew capable of cancelling the effect. In battle, either ship will attempt to withdraw as soon as it has taken more than 30% hull or sail damage, unless it appears to have a clear advantage over its foe. Both ships carry little of interest, except for whatever magical ammunition is unused. They will certainly attempt to investigate any ship that is not clearly bearing a Timoran flag.

VIGILANT
Captain Blyn Hookanasi
(Light Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	3	4	6	10	12/5
Adjust:	0	3	5	7	12	14/6
Officers	Hull: 350		Speed: +15%		Sail	
Capt. V	Draw: (11)14		Turns: +15°		500	
F. O. E	M:Fore	160			t:	160
S. M. E	M:Main	190			t:	190
M.-A. V	M:Miz'n	150			t:	150
Mage I *	M:				t:	
Charge-Rating	Petty	PO	MA	SM	PO	PO
Crew	Off.	Arty	Arch	Helm	Sail	Repr
GR	10	a/b/c			3	1
INT	46	2	p 34	1		p 5 p 6
VET	34	3	1 pp 9	2	16	p 4 p 3
EL	20	6 p 2	5	2	pp 5	p 2
Men	110	11 (7)4	48 (5)1	24	12	12
Points	558	24	225	7	137	60 48
Average	5.09	6.00	4.69	7.00	5.70	5.00 4.00
Adjust	5.24	6.15	4.69	7.05	5.85	5.15 4.00
Letter	I	V	I	E	V	I I
SR Base	15	18	14	21	17	15 20
Ship's Weaponry: (a) Ballista, forecastle (b) Ballista, helndeck (c) Light Catapult, midships						
Catapult Ammo: 20 rocks: 10 50#, 10 150#; 30 H-Bolts (900#), 30 L-Bolts (600#)						
Special Effects: 8 8-man boats, 2 14-man boats						
Passengers: 40 marines (5 EL, 16 VET, 14 INT, 5 GR); will function only as boarding party						
Mage Spells: 11-65tp:m-ST/p-AV/w-WK/e-VW/h-AV/r-ST/o-AV						

CRIMSON TIDE
Captain Ursa Tanby
(Light Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	3	4	6	10	12/5
Adjust:	0	3	4	6	11	13/5
Officers	Hull: 350		Speed: +5%		Sail	
Capt. I	Draw: (11)14		Turns: +5°		520	
F. O. V	M:Sprit	120			t:	120
S. M. E	M:Main	220			t:	220
M.-A. E	M:Miz'n	180			t:	180
Mage	M:				t:	
Charge-Rating	Petty	PO	MA	SM	PO	PO
Crew	Off.	Arty	Arch	Helm	Sail	Repr
GR	7	abcd	2	2		3
INT	13	1	3	1	2	p 1 p 2
VET	66	6	2 pp25	2	ppp24	p 7 6
EL	19	5 p 2	3	2	4	p 2 p 1
Men	105	12 (8)4	30 (5)1	30	10	12
Points	505	26	185	7	184	60 63
Average	4.83	6.50	6.16	7.00	6.13	6.00 5.25
Adjust	4.88	6.65	6.31	7.05	6.13	6.15 5.40
Letter	I	E	V	E	V	V I
SR Base	14	19	18	21	18	18 22
Ship's weaponry: (a) Light Catapult, forecastle (b) Light Catapult, helndeck (c) Heavy Catapult, midships (d) Heavy Catapult, midships						
Catapult Ammo: 60 rocks: 30 50#, 15 100#, 20 200#						
Special Effects: 6 10-man boats, 2 16-man boats						
Passengers: 45 marines (6 EL, 24 VET, 7 INT, 8 GR); will function only as boarding party						
Mage Spells: 11-69tp:m-AV/p-ST/w-VW/e-VW/h-ST/r-VS/o-AV						

2)

The Armada

The players sight a large group of vessels on the horizon (at distances greater than 20 miles, the GM should simply indicate that "a dozen or more ships" are present). In all, the fleet consists of 23 craft - 10 cruisers of the Appalonia class, plus a flagship cruiser and 2 other ships of the more heavily armed/armored Seeker class, 6 troop/supply transports (reconditioned light cargo vessels each bearing 200-300 warriors or basic supplies to support those troops), and 4 light corsairs, similar in design to Illyra. The fleet is moving at the speed of its slowest vessel; its destination is either (depending on proximity) Tharcage (to quell a major civil disturbance in the port of Drax), or off-map to the more central reaches of the Namori empire, to participate in a major offensive there.

Any lone ship or group of pirate vessels foolish enough to sail toward a collection of craft of this size to "investigate" will deserve its fate, which is likely to be a quick and ignominious death as the amassed might of the fleet uses the intruders for

target practice. If the pirates do not approach, there is still a chance (roll D100) that a corsair (51-85) or corsair and light cruiser (86-00) will be detached from the fleet and approach (lower these chances to 81-90 and 91-00, respectively, if the pirates indicate they are immediately fleeing the area). If the pirate ship simply tries to outrun this pursuit and does not fall victim to ill fortune (sudden wind shifts, shoals or reefs, etc.), the pursuers will likely break off the attempt after 2-3 hours and return to the main body of the armada. If the pirates should fire on the pursuing vessels, however (whether or not damage is done), they will bring the whole fleet after them, in a pursuit that will last at least a day.

3)

Dark Moon, Appalonia, and Illyra

This trio of warships (the first two standard, three-masted war cruisers, and the last, Illyra, a sleek twin-masted corsair) are often assigned together to execute police actions in the colonies or subjugated territories of Tharcage (01-40 on D100), convoy trade ships traveling between Timor, Tharcage, and the Savage Isles (41-85), or to carry army units bound for one of the Namori coastal strongholds (86-00). The vessels are

DARK MOON

Captain Hernan Toranaga-Alvarez
(Light Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	3	4	6	10	12/5
Adjust:	0	3	4	6	11	13/5

Officers	Hull: 350	Speed: +5%	Sail
Capt. V	Draw: (12)15	Turns: +15°	570
F. O. V	M:Sprit 80		t: 80
S. M. V	M:Fore 150		t: 150
M.-A. E	M:Main 180		t: 180
Mage	M:Miz'n 160		t: 160

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	15		a/b ₃ c	2		2	2	2
INT	20	1		12	1	4	3	3
VET	45	5	1	pp20	1	pp16	p 5	p 4
EL	30	6	p 3	9	2	pp 8	p 2	p 1
Men	110	12	(7)4	43	(4)1	30	12	10
Points	590		27	235	7	172	60	47
Average	5.38		6.75	5.44	7.00	5.68	5.00	4.70
Adjust	5.18		6.90	5.59	6.80	5.83	5.15	4.85
Letter	I		E	V	E	V	I	I
SR Base	15		20	16	20	17	15	19

Ship's weaponry: (a) Ballista, helmdeck
(b) Light Catapult, forecastle
(c) Light Catapult, midships
Catapult Ammo: 35 rocks: 18 50#, 10 100#, 2 150#;
20 H-Bolts (500#), 20 L-Bolts (400#);
4 oil jugs, 4 50# rocks w/rags
Magical Ammo: 10 Breakables (25% bolt attachable):
4 HS, 2 SH, 2 IT, 2 CV (15% mal)
Special Effects: Sails strengthened 20%;
6 8-man boats, 4 14-man boats
Passengers: 35 marines (6 EL, 13 VET, 9 INT, 7 GR);
will function only as boarding party

APPALONIA

Captain Harden Amicus
(Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale
Speeds:	0	3	4	6	10	12/5
Adjust:	0	4	5	8	13	15/6

Officers	Hull: 350	Speed: +25%	Sail
Capt. E	Draw: (12)15	Turns: +15°	610
F. O. I	M:Sprit 100		t: 100
S. M. E	M:Fore 160		t: 160
M.-A. V	M:Main 200		t: 200
Mage	M:Miz'n 150		t: 150

Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	10		a/b ₃ c				1	3
INT	35	1		17	1	12	p 5	p 3
VET	30	6	2	pp12	1	ppp7	p 4	4
EL	35	4	p 2	10	3	14	p 2	p 1
Men	110	11	(7)4	39	(5)1	34	11	11
Points	585		26	210	7	190	58	49
Average	5.27		6.50	5.38	7.00	5.59	5.28	4.45
Adjust	4.57		6.65	5.38	7.05	5.59	5.43	4.60
Letter	I		E	I	E	V	I	I
SR Base	13		19	16	21	16	16	20

Ship's weaponry: (a) Ballista, helmdeck
(b) Light Catapult, forecastle
(c) Light Catapult, midships
Catapult Ammo: 36 rocks: 20 50#, 6 100#, 5 200#;
10 H-Bolts (300#), 25 L-Bolts (500#);
8 oil jugs, 5 50# rocks w/rags
Magical Ammo: 12 Breakables (40% bolt attachable):
3 HS, 6 IT, 1 SS, 2 CV (15% mal)
Special Effects: Sails strengthened @ 35%;
6 10-man boats, 2 16 man boats

fairly representative of the Namori fleet, competently crewed and well-armed and armored with conventional weaponry. Because of their experience working together, the vessels are well-practiced in coordinating their maneuvers and will have lower than average delays in completing ship-to-ship communications. The commanders of the vessels, and their crews, are brash and over-confident, and prone to take somewhat unnecessary chances, particularly if the prize fees for captured vessels being offered by the Empire are currently high (die roll of 6 or above on a D8, add 1 to die roll for each major cargo vessel successfully pirated in the last six months).

In combat situations with pirate vessels where they outnumber the enemy, Dark Moon and Appalonia will tend to concentrate their long-range fire on crippling their foe's sails (keeping the hull seaworthy for seizure purposes) and attempt to close for boarding while Illyra will attempt to cut off possible escape routes. If they themselves are outnumbered or the tide of battle turns in the pirates' favor, the ships will switch their attacks to the hull, and will by and large keep their distance from the foe. Unless the level of pirate raids has been extremely high, the crew of a surrendering vessel is likely to be spared - either to face trial and hard labor, or to "volunteer" as colonists for Porto Blanca.

4)

Cougar

This is a fairly compact three-masted vessel with multi-sailed masts (3 sheets per mast). From distances over ten miles, the design appears Kutrovan, and indeed much of her hull and sail configuration has been copied directly from that source. In actuality, however, the ship is a brand-new Namori light cruiser, a prototype model out on shakedown maneuvers. Its crew, though experienced seamen, have had only a few days to learn the special features of their new vessel, and are thus currently operating at one grade below the normal GIVE ratings listed on the Ship Form for each detail because of this unfamiliarity. Cougar's new captain, Brackin Ridge, is well aware of these problems, and being a cautious commander by nature, he will be hesitant to commit the ship to battle before the crew is fully acclimated. Thus, if the players' vessel keeps its distance from Cougar and passes on, there is only a 35% chance that Ridge will pursue them. If the pirates approach within 3 miles of the vessel, the chance of response increases to 60%, and rises further to 80% if they close within a mile. If attack is joined by either side, Cougar will attempt to withdraw if it sustains over 1/3 hull or sail damage (unless it is blatantly obvious that they are on the verge of victory).

ILLYRA
Captain Andovarro the Blade
(Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	2	4	7	10	10/5	
Adjust:	0	2	5	8	12	12/6	
Officers	Hull: 215R		Speed: +20%		Sail		
Capt. V	Draw: (10)13		Turns: +20°		530		
F. O. E	M:Sprit 90				t: 90		
S. M. E	M:Main 250				t: 250		
M.-A. V	M:Miz'n 190				t: 190		
Mage	M:				t:		
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO
Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	5	a/b				1	3
INT	15	1	1	9		1 p 3	p 2
VET	40	4	3	p 12	2	pp18	p 2 p 4
EL	10	2	p 1	2	1	3	p 2
Men	70	7	(7)4	23	(3)1	22	8 9
Points	380		25	122	7	133	40 38
Average	5.45		6.25	5.30	7.00	6.04	5.00 4.22
Adjust	5.60		6.40	5.30	7.05	6.04	5.15 4.22
Letter	V		V	I	E	V	I I
SR Base	16		19	15	21	18	15 17
Ship's Weaponry: (a) Ballista, forecastle (b) Ballista, helmdack Catapult Ammo: 40 H-Bolts (1200#), 30 L-Bolts (600#) Magical Ammo: 5 H-Bolts are 2 x damage w/Dam.Intens. Special Effects: Sails fireproofed @ 60%; 2 8-man boats, 4 12-man boats							

COUGAR
Captain Lucius Paradinus Galatonui
(Experimental Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	4	5	8	13	15/5	
Adjust:	0	3	4	6	10	11/4	
Officers	Hull: 400		Speed: -25%		Sail		
Capt. V *	Draw: (16)19		Turns: -15°		610		
F. O. E *	M:Sprit 60				t: 60		
S. M. V *	M:Fore 90		50 30		t: 170		
M.-A. I *	M:Main 110		70 40		t: 220		
Mage	M:Miz'n 100		60		t: 160		
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO
Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	10	a/b/c		1	1		3
INT	30	1	1	8	1	12 p 5	5
VET	40	4	1	p 16	1	pp16	p 3 p 6
EL	20	6	p 3		1	pp 5	p 2 pp 2
Men	100	11	(7)4	24	(4)1	34	10 2x 8
Points	520		27	128	7	181	52 76
Average	5.20		6.75	5.33	7.00	5.32	5.20 4.63
Adjust	4.70		6.90	5.33	7.05	5.47	5.35 4.78
Letter	I *		E *	I	E *	I *	I * I
SR Base	14		20	16	21	16	16 17
Ship's weaponry: (a) Light Catapult, forecastle (b) Dual Heavy Catapult, midships (c) Dragon's Breath, helmdack Catapult Ammo: 48 rocks: 30 50#, 18 100#; 200# of "payload" for Dragon's Breath Special Effects: 4 10-man boats, 3 16-man boats Notes: * These are currently at a 1-level penalty to efficiency due to unfamiliarity with ship's new technology.							

Cougar's innovative design gives the ship several features unavailable on normal vessels. The new sail configuration allows a greater fraction of the sail area to effectively catch the wind, resulting in a 25% bonus to sailing speed above and beyond the speed bonuses received for officer/crew ability. The ship also mounts two unusual weapon types. The first of these is a "twin" heavy catapult. The two catapult mechanisms can be fired separately using normal ammunition at a time cost of 50% over normal crew speed (reflecting the difficulties of coordinating the efforts of two crews in a limited amount of space). Alternatively, the two can be fired as a single unit, using a form of ammunition consisting of two 50 lb. boulders lashed together by chains. If the latter option is used, the GM should roll to hit with each boulder. (GM's Note: all shots of this type must be aimed for a specific mast, and deduct the appropriate penalty from the die roll result.) If both boulders hit, the shot is a direct hit, and does treble damage. While firing these linked shots, the range limits for the weapon are reduced to those of a light catapult.

The second unique weapon on Cougar is a piece of arcane artificing referred to as "Dragon's Breath". The apparatus resembles a massive slingshot with a large metal "pocket" at its center, into which various wood, stone, and other debris is loaded (normally into 5-10 lb. payloads). When the Activator word is spoken, the material in the pocket comes ablaze, and is launched toward the opposing vessel. Each pound of lit payload successfully delivered (see discussion and chart below) has the equivalent effect of 5 Fire arrows; the magical potency of the spell is also such that it reduces the effectiveness of magical fireproofing by 20% (e.g., a sail treated to reduce fire chances by 80% will instead reduce them by 60%). The range limits on the Dragon's Breath weapon are one-half those expressed for normal arrow fire.

Although these special features enhance the combat capabilities of Cougar, none of the three is entirely "bug-free". The complexity of the rigging and angle of the sails means that actions taken by the Sail detail (remounting, furling during storms) require 50% longer than normal; the "twin" catapult has a fumble factor of 15%, rather than the normal 5%. The most dangerous of the problems, however, lie in the use of the largely experimental Dragon's Breath. The preparations for firing this weapon, and their timing, are extremely delicate; before each shot, the firing crew must make a saving roll against its GIVE rating x 2 (rounded up) to get off a successful salvo. If this roll is missed, the special fumble chart below is consulted:

- 01-35) Dud charge - no effect on target or launcher
- 36-55) Fragmentation - 10% of payload lost en route
- 56-70) Fragmentation - 30% of payload lost en route
- 71-85) Fragmentation - 50% of payload lost en route
- 86-90) Fragmentation - 75% of payload lost en route
- 91-95) Fragmentation - 90% of payload lost en route
- 96-00) Part of payload explodes in pocket; weapon useless for the remainder of combat.

On fragmentation results, the GM rolls a D6 for each pound of debris that separates from the payload; on a 1, that debris has struck Cougar herself, doing damage as described above - thus, it is readily possible for a single shot from this weapon to set fire to both ships.

5)

Seeker

This warship is one of the prides of the Namori fleet, armed to the teeth and manned by an experienced crew. If she is encountered, roll D100 to determine the vessel's current mission:

- 01-35 - showing the flag (i.e., journeying to the nearest port of call) to remind the inhabitants of the Empire's might;
- 36-80 - routine coastal patrol (if within 25 miles of the Timoran coast) or sailing to meet a rumored buildup of naval forces in the Kutrovan Sector;
- 81-00 - hunting smugglers or pirates.

If prepared for battle, all sails will be fireproofed to full effectiveness (with a second full set of five month old fireproofed sails in storage), and the vessel will carry both listed mages on board (if on routine patrol or showing the flag, only Babylon Trull (VET) will be aboard).

Seeker's captain, Anton Berenguer, is renowned throughout the region for his ruthlessness in battle. He has triumphed against unfavorable odds before, and few circumstances can make him or his crew give up the battle; their Base Morale Rating (20) is very high even

SEEKER Captain Anton Berenguer (Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	2	4	6	10	12/6		
Adjust:	0	3	6	9	15	16/9		
Officers	Hull: 500		Speed: +45%		Sail			
Capt. E	Draw: (14)17		Turns: +25°		580			
F. O. E	M: Sprit 130				t: 130			
S. M. E	M: Main 250				t: 250			
M.-A. E	M: Miz'n 200				t: 200			
Mage E V	M:				t:			
Charge-Rating	Crew	Petty Off.	PO Arty	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	10		abcd				2	4
INT	15		1		1	6	2	2
VET	55	4	1	p 41	2	pp 3	p 5	p 5
EL	80	12	p 3	pp32	p 2	ppp30	pp 4	pp 3
Men	160	16	(8)4	73	(5)1	38	13	2x 7
Points	970		27	470	7	252	70	67
Average	6.06		6.75	6.44	7.00	6.46	5.38	4.79
Adjust	5.71		6.90	6.59	7.05	6.61	5.53	4.94
Letter	E		E	E	E	E	V	I
SR Base	20		20	19	21	19	16	16
Ship's Weaponry:	(a) Ballista, forecastle (b) Ballista, helmdeck (c) Heavy Catapult, midships (d) Heavy Catapult, midships							
Catapult Ammo:	58 rocks: 20 50#, 15 150#, 12 250#; 30 H-Bolts (900#), 10 L-Bolts (200#); 20 oil jugs, 11 50# rocks w/rags							
Magical Ammo:	47 Breakables (65% bolt attachable): 12 MT, 4 SL, 3 SS, 5 HS, 2 ZP, 3 IT, 3 CF, 10 SH, 1 CV, 4 FG (fresh, 0% mal)							
Special Effects:	Sails fireproofed @ 80%; replacement sails fireproofed @ 40%; 12pt Miss. rep. on rudder; 8 10-man boats, 4 12-man boats							
Passengers:	80 marines (20 EL, 50 VET, 5 INT, 5 GR) as boarding party; no other function							
Mage Spells:	E1-122tp:m-EX/p-AV/w-VS/e-WK/n-ST/r-ST/o-ST V1-103tp:m-WK/p-VS/w-WK/e-VW/h-VS/r-VS/o-AV							

for a warship; and GM's should take this into account by being as bold and courageous as possible. It is well known that Berenguer in victory lets few of his vanquished foemen live (it is not generally known that those who survive are those who impress the Captain with a sense of valor like his own) - consequently, ships attacked by Seeker add +4 to their normal Morale Rating to reflect their fear of capture at his hands.

Regardless of their current mission, Seeker will attempt to approach and investigate any vessel looking "suspicious".

6) Pegasus

Pegasus is a large three-masted war cruiser from Kutro, outfitted in the new three sail per mast style. If encountered more than 100 miles beyond the Kutrovan Sector boundaries, roll D100; Pegasus will be escorting 1 (01-60) or 2 (61-75) merchant ships (use any of the Kutrovan vessels described in the Encounters with Quarry section for this purpose). If not acting as an escort, the vessel is either (76-90) on routine patrol,

PEGASUS
Captain Lord Dilone del'Celvan
(Cruiser)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale	
Speeds:	0	4	5	7	12	13/6	
Adjust:	0	5	6	9	15	16/8	
Officers	Hull: 450R		Speed: +25%		Sail		
Capt. E	Draw: (12)16		Turns: +25°		620		
F. O. V	M: Sprit 60				t: 60		
S. M. E	M: Fore 90		50	40	t: 190		
M.-A. V	M: Main 100		70	50	t: 220		
Mage E *	M: 100		60		t: 160		
Charge-Rating	Petty Crew	PO Off.	MA Arch	SM Helm	PO Sail	PO Repr	PO Fire
GR	10		a/b ₃ c	1			3
INT	10	1	5	1	2	p 2	p 1
VET	60	5	2	p 27	1	ppp22	p 4 5
EL	20	4	p 2	3	1	8	p 2 p 1
Men	100	10	(7)4	35	(4)1	32	8 10
Points	560	26	203	7	196	46	47
Average	5.60	6.50	5.80	7.00	6.13	5.75	4.70
Adjust	5.80	6.65	5.95	7.05	6.13	5.90	4.85
Letter	V	E	V	E	V	V	I
SR Base	17	19	17	21	18	17	19
Ship's weaponry: (a) Ballista, forecastle (b) Ballista, helmdeck (c) Light Catapult, midships							
Catapult Ammo: 36 rocks: 20 50#, 10 100#, 3 200#; 12 H-Bolts (360#), 30 L-Bolts (600#); 6 oil jugs, 3 50# rocks w/rags							
Magical Ammo: 16 Breakables (75% bolt attachable): 3 SS, 3 SL, 5 CF, 2 ZP, 3 SH							
Special Effects: Sails fireproofed @ 60%; 12 8-man boats							
Mage Spells: E1-123tp:m-ST/p-VS/w-AV/e-Vw/h-EX/r-VS/o-ST							
Notes: * The mage is only on board if an encounter with Namori is anticipated.							

(91-95) carrying diplomatic personnel to San Torega or the Colombos, or (96-00) investigating rumors of a major buildup of Namori forces about 50 miles from the point of the current encounter. If the encounter takes place within the sphere of Kutrovan influence, her mission will be (01-30) escort for 1 (01-25) or 2 (26-30) merchant ships; (31-70) routine patrol; (71-90) a rendezvous with 103 Namori warships reported heading toward Kutro, to ensure their peaceful intentions; or (91-00) a training cruise for new naval cadet crews. If an encounter with Namori vessels is expected, the ship will carry an Elite mage on board whose specialties are Missile and Repair spells, in addition to its usual crew of 125. If the encounter roll indicates that the ship is being used for a training mission, the ship will be crewed entirely by Green sailors, with Intermediate seamen serving at all officer positions except First Officer and Sailing Master, which will be manned by semi-retired Elites.

The Kutrovan navy can ill afford to frivolously lose any of the few good warships it possesses, especially in light of the increasing hostility of the Namori. Consequently, Pegasus will be loathe to get engaged in a battle with anyone unless she or a vessel under her protection is obviously threatened or fired upon. Thus, there is only a 25% likelihood that the warship will pursue a pirate vessel once it has been sighted, unless it is on patrol within its own zone of influence (whereupon the chance is 85%). Pirates would be extremely unwise, however, to interpret this hesitancy as fear or incompetence. The ship's captain, Lord Dilone del'Celvan, is an able naval tactician who privately chafes at the restraints placed on his actions, even though he recognizes the wisdom of this philosophy. The crew of Pegasus is smartly disciplined and well drilled for combat maneuvers should the occasion arise; once engaged, del'Celvan and his men will fight tenaciously, requiring no Morale rolls until casualties reach the 50% level. Their tactics will be aimed toward sinking rather than capturing the foe (though if successful in destroying the opposing vessel, they will remain in the area to search for and pick up survivors, saving them for eventual trial - the official punishment for piracy in the tribunals of Kutro is death; however, it is a fairly well-known secret that this sentence can be foregone if the guilty party is willing to swear allegiance to the Kutrovan cause and join its navy).

7) Patrol Ships

If a Hostile encounter is rolled when a pirate vessel is within 50 miles of an inhabited coastline, there is a 40% chance that the pirates will encounter a local shore patrol, instead of one of the warship groups identified above. Patrol ships tend to be rather small craft, similar in character and dimensions to Smuggler ships; if off Timor or Tharcage, there is a 15% chance that at least one larger corsair vessel of the Illyra class will be among the party. The total number of vessels in the patrol will vary according to the area involved (roll D100):

- Timor:**
01-15 = 1, 16-60 = 2, 61-85 = 3, 86-95 = 4, 96-00 = 5
- Tharcage:**
01-25=1, 26-85=2, 86-95=3, 96-00=4
- Kutrovan Sector:**
01-40=1, 41-80=2, 81-00=3
- San Torega:**
01-65=1, 66-00=2
- Colombo Islands:**
01-90=1, 91-00=2

The reaction of patrol vessels to a given encounter will greatly depend on the relative number of ships on each side; however, there are some noticeable regional differences as well. Patrol crews and captains off Timor, for example, tend by and large to comprise lower echelons of the local navy, and are of generally below average competence. The exact converse is true of the men who patrol the captive waters of Tharcage or the Kutrovan Sector, both areas in which tensions are high and skirmishes not uncommon. Vessels in these two regions will also tend to be much more suspicious of any ship they encounter, even if it bears all the exterior appearances of a normal merchantman.

If battle between the pirates and the patrol ships is joined, and the patrol ships do not outnumber their foes by at least 2 to 1, they will normally attempt to break and run whenever the ships take more than minor (greater than 15%) damage. Ships that have escaped in such a manner will frequently (60%) return to the same general area within 206 hours, with reinforcements. If the pirates elect to allow patrol ships to approach them and come aboard to inspect papers and/or cargo, there is always a chance (55% off San Torega, 40% off Timor, 10% all other areas) that the patrolling officer can be bribed to make a very perfunctory inspection.

Three sample patrol vessels characteristic of their individual areas (Timor, Kutro, and San Torega) are presented below. If a Tharcagean patrol boat is needed, we suggest that the GM use a Timoran vessel design manned by a crew like that available on a Kutrovan patrol ship; for patrol boats from the Colombo Islands, use the Timoran design as given.

a Kutrovan patrol ship
(Smuggler)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	4	7	10	14	12/3		
Adjust:	0	4	7	9	13	11/3		
Officers	Hull: 110		Speed: -5%		Sail			
Capt. V	Draw: (7) 8		Turns: +10°		380			
F. O. V	M:Fore	150			t:	150		
S. M. Capt.	M:Main	230			t:	230		
M.-A. V	M:				t:			
Mage	M:				t:			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	5		3	1	1			
INT	10			4		5	1	1
VET	15	1	3		1	p 9	2	2
EL	3	2	p 1	1			p 1	p 1
Men	33	3	(7)4	6	(2)1	14	4	4
Points	161		25	25	6	74	23	23
Average	4.88		6.25	4.17	6.00	5.29	5.75	5.75
Adjust	4.58		6.40	4.17	5.80	5.29	5.90	5.90
Letter	I		V	I	V	I	V	V
SR Base	13		19	12	17	15	17	15
Ship's Weaponry: Light catapult, midships								
Catapult Ammo: 20 rocks: 12 50#, 8 100#								
Magical Ammo: 206 Breakables: (SS, CV, FG, SL - 30% mai)								
Special Effects: 2 8-man boats								

a Timoran patrol ship
(Smuggler)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	4	7	10	14	12/3		
Adjust:	0	3	5	8	11	10/2		
Officers	Hull: 100		Speed: -20%		Sail			
Capt. I	Draw: (8) 9		Turns: -30°		340			
F. O. V	M:Fore	180			t:	180		
S. M. Capt.	M:Miz'n	160			t:	160		
M.-A. V	M:				t:			
Mage	M:				t:			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	10		6			3	1	1
INT	10	1			1	p 8	1	1
VET	4	3	p 1		1	p 1	p 1	p 1
EL								
Men	24	3	(7)4		(2)1	12	3	3
Points	84		13		6	44	12	12
Average	3.50		3.25		6.00	3.67	4.00	4.00
Adjust	2.00		3.25		5.10	3.67	4.00	4.00
Letter	G		G		I	I	I	I
SR Base	6		9		15	10	12	11
Ship's Weaponry: Light Catapult, midships								
Catapult Ammo: 21 rocks: 15 50#, 5 100#, 1 200#								
Special Effects: 2 6-man boats								

a San Toregan patrol
(Smuggler)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	4	7	10	14	12/3		
Adjust:	0	4	7	9	13	11/3		
Officers	Hull: 120R		Speed: -5%		Sail			
Capt. V	Draw: (7) 8		Turns: +10°		230			
F. O. V	M:Main	230			t:	230		
S. M. Capt.	M:				t:			
M.-A. V	M:				t:			
Mage	M:				t:			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	6					4	2	2
INT	18	1	5	7	1	3	p 2	p 2
VET	6	2	p 2		1	p 3		
EL								
Men	30	3	(7)4	7	(2)1	10	4	4
Points	120		20	28	6	38	12	12
Average	4.00		5.00	4.00	6.00	3.80	3.00	3.00
Adjust	3.70		5.00	4.00	5.80	3.80	2.70	2.70
Letter	I		I	I	V	I	G	G
SR Base	11		15	12	17	11	8	9
Ship's Weaponry: Ballista, forecastle								
Catapult Ammo: 20 H-Bolts (600#), 40 L-Bolts (800#)								
Special Effects: 2 10-man boats; casualty limit 30%								

PIRATE SHIPS FOR PLAYER USE

The following "ready-to-sail" pirate ships are given so that players who have not yet earned their own ships may have the wherewithal to sail in pursuit of quarry. The ships and their captains are discussed in more detail in "Lair of the Freebooters", also from Gamelords.

IMPALA Captain Morghan Silver (Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	3	5	8	12	12/4		
Adjust:	0	4	6	11	16	15/5		
Officers	Hull: 175		Speed: +25%		Sail			
Capt. E	Draw: (9) 12		Turns: +40°		500			
F. O. E	M: Sprit 80				t: 80			
S. M. E	M: Main 220				t: 220			
M.-A. V	M: Miz'n 200				t: 200			
Mage E	M: _____				t: _____			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	5		3			2		2
INT	10	1	1	p 4			b	2
VET	35	b	p 1	p 16	3	pp13	p 2	p 4
EL	10	3	pp 3	p 2	1	3	1	p 1
Men	60	y	(8)4	22	(4)1	18	8	9
Points	330		27	12b	7	103	39	43
Average	5.50		6.75	5.73	7.00	5.72	4.88	4.78
Adjust	5.90		6.90	5.88	7.05	5.72	4.88	4.93
Letter	V		E	V	E	V	I	I
SR Base	17		20	17	21	17	14	18
Ship's Weaponry: Ballista, forecastle Catapult Ammo: 25 H-Bolts (750#), 40 L-Bolts (800#) Magical Ammo: 18 Breakables (bolt attachable): 6 SL, 4 SS, 5 SH, 3 CV (5% mal); 8 H-Bolts are 2 x damage w/Dam.Intens. Special Effects: Sails fireproofed @ 80%, strengthened @ 50%; 2 12-man boats, 2 8-man boats Mage Spells: E1-127tp:m-EX/p-wK/w-AV/e-Vw/n-ST/r-ST/o-ST								

RAPIER Captain Garrett Parker (Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	4	6	10	14	14/4		
Adjust:	0	4	6	11	15	15/4		
Officers	Hull: 175		Speed: +5%		Sail			
Capt. V	Draw: (9) 11		Turns: +15°		420			
F. O. V	M: Sprit 80				t: 80			
S. M. V	M: Main 100		60	30	t: 190			
M.-A. E	M: Miz'n 110		40		t: 150			
Mage _____	M: _____				t: _____			
Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	6		a/b		1		1	2
INT	21	1	1	12		7		3
VET	27	3	2	p 3	2	pp14	4	p 2
EL	11	3	p 2	2	1	3	p 1	1
Men	65	7	(7)4	17	(4)1	24	6	8
Points	335		26	80	7	133	33	35
Average	5.15		6.50	4.69	7.00	5.54	5.50	4.38
Adjust	4.95		6.65	4.84	6.80	5.54	5.65	4.38
Letter	I		E	I	E	V	V	I
SR Base	14		20	14	20	16	16	16
Ship's weaponry: (a) Ballista, forecastle (b) Light Catapult, helmdeck Catapult Ammo: 30 rocks: 20 50#, 8 100#, 2 200#; 14 H-Bolts (420#), 20 L-Bolts (400#) Magical Ammo: 14 Breakables (40% bolt attachable): 3 SS, 7 SL, 4 FG Special Effects: Sails strengthened @ 35%; 4 8-man boats, 1 12-man boat								

SWIFT WIND Captain Tembald Pegleg (Corsair)

Winds:	Calm	Soft	Moder.	Brisk	Strong	Gale		
Speeds:	0	3	5	8	12	12/4		
Adjust:	0	4	6	10	15	15/5		
Officers	Hull: 175		Speed: +25%		Sail			
Capt. E	Draw: (9) 10		Turns: +20°		450			
F. O. V	M: Sprit 110				t: 110			
S. M. Capt.	M: Main 180				t: 180			
M.-A. V	M: Miz'n 160				t: 160			
Mage _____	M: _____				t: _____			
Special Effects: Sails fireproofed @ 60%; 4 8 man boats, 3 14 man boats								

Charge-Rating	Petty	PO	MA	SM	PO	PO	PO	
	Crew	Off.	Arty	Arch	Helm	Sail	Repr	Fire
GR	5		2	3				
INT	17		1	11		3	2	2
VET	40	2		pp17	1	17	5	7
EL	18	4	p 4	4	2	pp 6	p 2	p 1
Men	80	6	(7)4	35	(3)1	26	9	10
Points	444		28	180	7	156	52	57
Average	5.55		7.00	5.15	7.00	6.00	5.78	5.70
Adjust	5.75		7.05	5.15	7.05	6.15	5.93	5.85
Letter	V		E	I	E	V	V	V
SR Base	17		21	15	21	18	17	21
Ship's Weaponry: Light Catapult, forecastle Catapult Ammo: 36 rocks: 23 50#, 10 100#, 3 150# Magical Ammo: 8 Breakables: 6 SL, 2 SS								

Ship _____

Captain _____

(Type _____)

Winds: Calm Soft Moder. Brisk Strong Gale
Speeds: _____
Adjust: _____

Officers Hull: _____ Speed: _____ Sail
Capt. _____ Draw: _____ Turns: _____
F. O. _____ M: _____ t: _____
S. M. _____ M: _____ t: _____
M.-A. _____ M: _____ t: _____
Mage _____ H: _____ t: _____

Charge- Petty PO MA Sm PO PU PO
Rating Crew Off. Arty Arch Helm Sail Repr Fire
GR _____
INT _____
VET _____
EL _____
Men _____
Points _____
Average _____
Adjust _____
Letter _____
SR Base _____

Ship's weaponry:
Catapult Ammo:
Magical Ammo:
Special Effects:
Cargo:
Passengers:
Mage Spells:

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CREW ROSTER

##	R	D	HtK	##	R	D	HtK	##	R	D	HtK	##	R	D	HtK	##	R	D	HtK
01				02				03				04				05			
06				07				08				09				10			
11				12				13				14				15			
16				17				18				19				20			
21				22				23				24				25			
26				27				28				29				30			
31				32				33				34				35			
36				37				38				39				40			
41				42				43				44				45			
46				47				48				49				50			
51				52				53				54				55			
56				57				58				59				60			
61				62				63				64				65			
66				67				68				69				70			
71				72				73				74				75			
76				77				78				79				80			
81				82				83				84				85			
86				87				88				89				90			
91				92				93				94				95			
96				97				98				99				00			

G = Green, I = Intermediate, V = Veteran, E = Elite,
A = Artillery, B = Archery, F = Fire, H = Helm,
P = Petty Officer, R = Repair, S = Sail

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