

Swashbuckling
ADVENTURES™

*Ships and
Sea Battles*™





Ships and Sea Battles

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To use this companion, a Dungeon Master also needs the *Player's Handbook*™ and the *DUNGEON MASTER'S Guide*™.

A player needs only the *Player's Handbook*™.

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Introduction

Captain Julia Juarez lowered the spyglass and frowned at the galleon heading toward The Honest Guilder as she brushed her long dark hair from her eyes and absently ran her finger down a scar that marred her cheek.

"You're right, Ferdinand. She's carrying enough sail to overtake us and she's already run out her guns. I don't recognize the colors, though. A black skull wrapped in a barbed whip on a red field."

The lanky Castillian first mate beside her paled. He spoke quietly in their native tongue rather than chance the Vendel sailors overhearing their exchange. "The flag of the Vodacce pirate Vincenzo di Lucca. Bad business. He'll sink us soon as board us."

Captain Juarez grimaced. "I should have known quick delivery of this oak was too easy. Damn, I wish we had our full complement of cannons." She paused for a moment. "His galleon's probably got twice our cannon and crew. What happens if we surrender and hand over the cargo?"

Ferdinand shook his head. "He'll kill us, most likely. You... well, he's Vodacce."

Julia shielded her eyes with her hand as she looked at the topman adjusting the billowing sails and proud flag of the Vendel League.

"Rodrigo!" Her bold and cheerful voice belied her concern. "Lower the flag and signal our surrender. Keep the sails rigged and be ready to move." The crew leaped to obey. They knew their captain had something up her sleeve. Captain Juarez then gave quiet orders to Ferdinand.

Tense minutes passed as the Vodacce galleon swelled in size. Julia watched it carefully as the sound of clanking chains and grunting men filled the air behind her. The Vodacce ship's sheer volume of sails and bizarre rigging appeared obscenely complicated but there was no arguing with her speed. Rodrigo swung down to the rigging directly above the captain and called out softly, "She accepts our surrender, wants us to drop sail. Oh, the ship is the Crystal Cutlass."

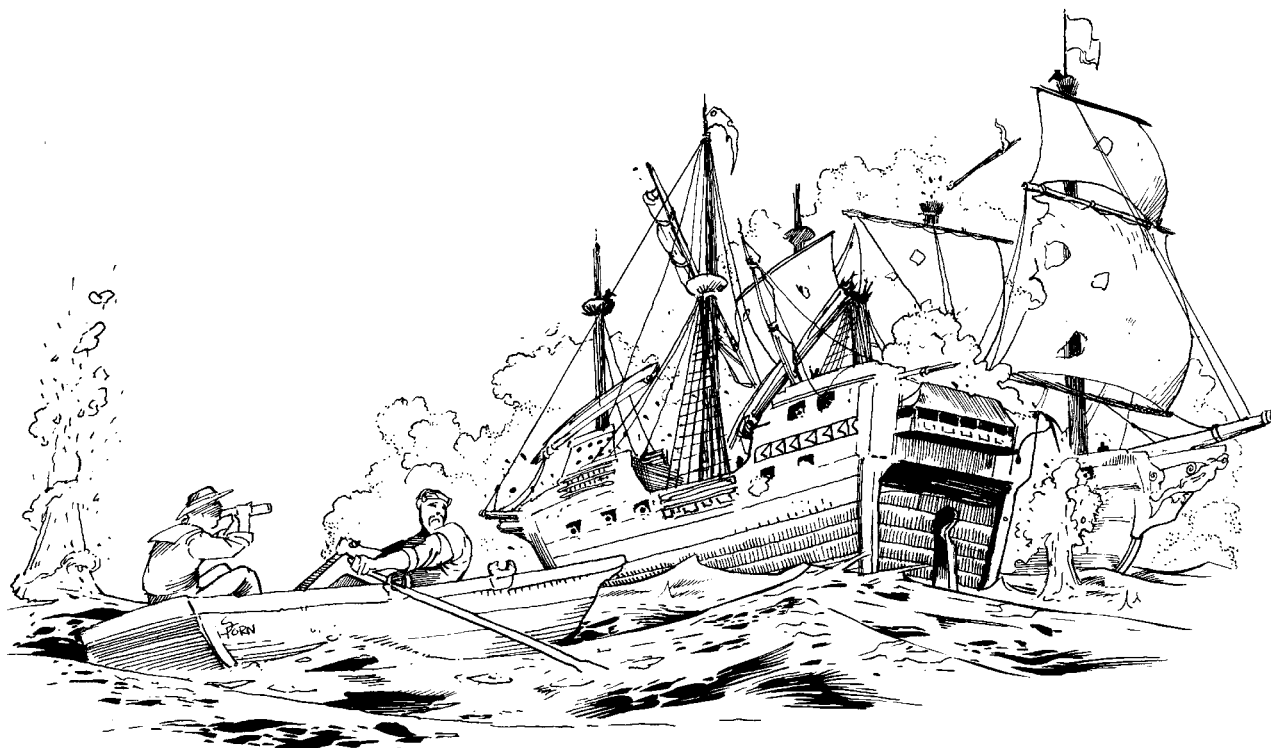
Julia nodded. "Turn us across the wind and start dropping the sails. It's too bad you're so poorly skilled. I'll bet those sails will still be at combat rigging when they're almost on top of us." The swarthy topman smiled, nodded, and scrambled back into the rigging. The Castillian captain called after him, "Keep the port side away from the Cutlass!" He waved in acknowledgment of her order.

The Guilder's young captain watched as the Vodacce ship began to load their cannons. Not the trusting sort, but what could one expect? The Cutlass was approaching head on starboard side. A cannon volley might cripple the Vodacce ship, but her captain could easily see that the Guilder's starboard cannons were not even run out. Captain Juarez continued studying her opponent until they reached extreme cannon range. She glanced around her own ship one last time and called out, "All right, men, swing us back into the wind and grab it before they drop that shot on us!"

Two sharp booms echoed across the water and smoke curled about the bow of the Cutlass. Twin plumes of water splashed high into the air fifty feet short — her chaser guns lacked the range to reach the Vendel merchant. As The Honest Guilder swung back into the wind, di Lucca's topmen began raising more sail and tacked to port to bring the Cutlass broadsides onto target. As her own ship continued tacking to port, Julia saw that despite having too much sail, the Vodacce ship had plenty of speed to overtake the Guilder. She swore beneath her breath noting the pirate's competence.

"Pull us across the wind, Rodrigo, then get your men out of the tops!" The words echoed across the deck and a dozen topmen dropped down from the rigging as the Vendel ship swung towards the looming Cutlass. Moments later, the Guilder's portside cannons and the Cutlass's starboard guns came to bear simultaneously. A thunderous crash marked the broadsides duel.

Smoke from the guns dissipated quickly in the strong wind and Julia saw her four guns' chainshot whirl through the air. It slashed into the Crystal Cutlass' starboard sails and shredded lines and sheets upon impact. She felt a sharp wallop as a single cannonball



slammed into the Guilder's hull while five of them screamed overhead. One of her lines cut by the shots now whipped wildly in the wind, but otherwise the ship suffered little damage. Thankfully, the Vodacce gunners had not adjusted their aim when the Guilder steered closer.

"Alright, Rodrigo. Back into the wind and get us out of here before Captain di Lucca gets those 16-pounders reloaded." Julia's sailors let out a loud whoop and moved quickly back to their posts. The fact that they had faced down a Vodacce filled them with glee.

Julia trained her spyglass on the Cutlass again and smiled coldly. Even at this distance, she could see a serious crack in their mainmast. The Cutlass began to tack slowly to starboard to bring her guns to bear while her sailors tried to cut the damaged rigging free but any chance of pursuit was gone. Only a fool would put strain on a damaged mast.

When Ferdinand rejoined her on deck, the Castillian woman clapped him on the shoulder. "Nicely done, mi amigo. The men got those guns to the empty firing ports in time for the volley."

"Es sencillo, mi Capitana. I remember a lesson you taught me." He smiled at her raised eyebrow. "'Before you use violence, try throwing money at it.' I promised the gunners double pay and rum rations."

Julia grinned and laughed, "Definitely a price I don't mind paying for victory!"

The sea — cradle of dreams and graveyard of hopes. It has been our savior, our destroyer, and our inspiration ever since the ancients first gazed out across it and marveled at its power and majesty. Tales of mariners who have braved the sea's wrath to bring back its treasures or find new lands beyond its borders have been told forever, and will continue to be told as long as there is an ocean and a ship to sail upon it.

There is no better background for swashbuckling adventures than the sea. The very word brings up pictures of swinging from the poop of a burning vessel and landing on the enemy's deck, cutting a swath through the foe and engaging the pirate captain in a duel on his quarterdeck. Or diving through the clear waters of a sheltered lagoon to bring up the mysterious chest from the wrecked ship lying in the sand below. Or pouring back rum in a cheap dockside inn, telling stories with your mates and hoping the city watch will come in and make trouble.

These classic scenes are part of our collective gaming mythology and make up a large part of what players expect when they sit down to play *7th Sea*. They are going to expect sailing ships with high castles and mighty cannon, buried treasure and pirates with eye patches and cutlasses. There is nothing better than being able to pepper your adventure with those special touches — facts, figures, and language — that make a sea-faring campaign real for your adventurers. Fortunately, you hold in your hands the perfect sourcebook.

Chapter One — The Ship presents an inventory of vessels from across Théah with their pertinent statistics costs, as well as details about some of the more famous ships that sail the Seven Seas. Ever wondered about the difference between a foremast and a mizzenmast? Mysteries for the average landlubber will be solved like what is stored in the Powder Room or who stands on the poop deck. You will also find an intriguing cast of characters whose stories add everything from high comedy to high drama to the players' lives.

Chapter Two — The Shore takes you from deck to shore where you will explore the forts, harbors and ports of Théah. Here too is information about the types of cargo available for your merchanting (or piratical) ventures, including the associated costs and risks. Smugglers present one the greatest hazards to life and livelihood, so here you will find the information about how to deal with them and have a chance to meet several of them up close 'n personal.

Chapter Three — The Sea returns you to the waves, offering a variety of options for sea-going campaigns. This book also includes a brand-new set of stand-alone rules for fleet-to-fleet combat with a form for your Fleet Roster, step-by-step instructions for combat, and plenty of tables for national traits, Emplacements, Weather, Magic, Cannon, Boarding, Casualties and more.

The **Appendices** include charts for cargo and reference material for familiar ships. As with other books in the *Swashbuckling Adventures™* series, statistics are given for both the d20 System™ and the original *7th Sea™* (Roll & Keep) system.

Buckle your swash and step lively there! Get ready to come aboard for the adventure of a lifetime!

I've led a good life. I hope to die a good death.

—Philip Gosse

CHAPTER ONE: *The Ship*

This chapter contains a wealth of details about the ships that sail Théah's seas — their specifications, their crew, and the people you might encounter on your voyage.

Ship Types

"Never been done before, eh? We'll have to see about that."

— Berek

Vestenmannavnjar Longboat

Swift and graceful, the Vestenmannavnjar longboat sports a surprisingly well crafted design that dates back more than a thousand years. Over the centuries the Vestenmannavnjar have traded as far south as the Crescent Empire and raided the rivers of Ussura as far as the Ozero Bodrustvovany (Lake Vigil). The sea worthiness of this vessel is reflected in the tale of Olaf Bjornson who sailed his longboat *Goedwyrrm* across the Frothing Sea to an island covered in rock, fire, and the best wine grapes known to man that he called "Naulander."

Longboats come in two basic forms: those used for trade, characterized by a wider beam, and those used for war. The Vestenmannavnjar longboat mounts one colorful square sail amidships but derives most of its power from its long banks of oars. The Vestenmannavnjar refer to their warships as "Dragons" in token of the highly decorated figureheads and tails. They classify their longboats according to the

number of "Roms" or rowing benches. A typical trading longship is ten Roms while the average Vestenmannavnjar raider is twenty Roms with twenty oars per side. The largest Dragons are thirty Roms.

With a large tiller mounted just starboard of the tail, the longboat is surprisingly maneuverable. Most longboats do not carry guns but mount a small catapult. Their preferred tactic is to wait in ambush near a covering island or estuary or approach becalmed ships from the bow or stern. They use the longboat's power and maneuverability to close rapidly and board, where the fierce Vestenmannavnjar engage their foe in hand-to-hand combat.

Vestenmannavnjar Longboat (d20™)

Base Cost: 15,000 G

Cost per Additional Level: 1,500 G

Length: 75 ft.

Width: 12 ft.

Draft: 1

Cannon: 0

Masts: 1

Oars: 40

Movement Rate: 3

Cargo: 10 tons

Rudder: 3

Crew: 60

Armor Class: 12

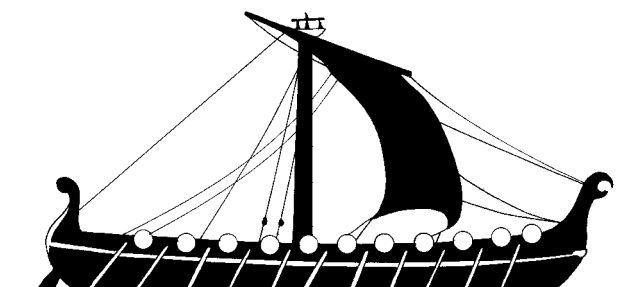
Hull Hardness: 5

Hit Points: 900

Starting Feat: Oars

Vestenmannavnjar Longboat (7th Sea™)

Brawn (Guns): 0, Finesse (Crew): 2, Resolve (Hits): 2, Wits (Maneuver): 3 (1), Panache (Speed): 2
 Modifications: Shallow Draft (5), Oars (1)
 Flaws: None
 Draft: 1
 Crew: 2
 Cargo: 2



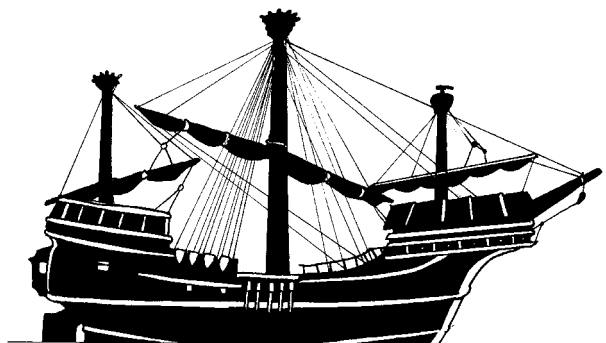
Vestenmannavnjar Longboat

Vendel Carrack

The carrack's basic design has proven itself over several hundred years, a fact in which the Vendel take much comfort. At one time, the Eisen Imperator Stephan III had a small navy made up entirely of carracks but those days are gone.

The carrack carries three to four masts, the sternmost sporting a lateen rig while the others have a square rig. It has a rounded keel and a high forecastle that juts out over the bow. The quarterdeck and poop deck also jut over the sides of the ship, which gives the crew more space above the hold and increases cargo space. The ship's overall rounded appearance makes it the butt of jokes from the sailors of sleeker, more modern ships. For all their ungainliness, however, carracks can carry a surprising amount of cargo, and while not the fastest ships at sea, they are reliable, which appeals to the Vendel sense of practicality.

With the continued hostilities between the Vendel and the Vestenmannavnjar, some carracks have again been converted for war use. Large cannon are impractical due to the extra height in the deck structures and a hold more suited to bulk cargoes. Instead, the Vendel have added many boarding guns in response to the Vestenmannavnjar penchant for luring their prey into a trap and boarding subsequently. Vendel ship-



Three-Masted Carrack

wrights have cleverly turned the forecastle and poop deck-houses into veritable fortresses, so the overhang on the deck structures forces approaching longships to sail under the carrack.

They have also placed murder holes in the overhanging portions through which they can fire down on the Vestenmannavnjar marauders with deadly efficiency. If the Vestenmannavnjar actually board a carrack, the Vendel can catch their opponents in crossfire, turning the main deck into a blood bath.

Basic Three-Masted Carrack (420")

Base Cost: 50,000 G
 Cost per Additional Level: 4,500 G
 Length: 80 ft.
 Width: 20 ft.
 Draft: 4
 Cannon: Four 6-pounders (max. 12) and six boarding cannon.
 Masts: 3
 Oars: 0
 Movement Rate: 2
 Cargo: 30 tons
 Rudder: 4
 Crew: 60
 Armor Class: 13
 Hull Hardness: 5
 Hit Points: 1,600
 Starting Feat: Extra Cargo Space

Basic Three-Masted Carrack (7th Sea™)

Brawn (Guns): 1, Finesse (Crew): 2, Resolve (Hits): 5, Wits (Maneuver): 1, Panache (Speed): 2
 Modifications: Extra Cargo Space (4)
 Flaws: None
 Draft: 4
 Crew: 2
 Cargo: 6

Corsair Slave Galley

No one understands how Khereid-Din and his Corsairs can capture a village and convert their victims' houses into a perfect slave galley in a matter of weeks. One more popular theory is that the whips his slave drivers use are gifts from the pirate's "angels." This particular whip, able to suck the living will out of man, woman, and child, and force them to do the wielder's bidding cannot possibly be of ethical origin.

The Corsair galley's preferred tactic, aside from raiding villages, is to approach becalmed ships from the stern or bow, grapple them, and then send waves of slaves across to overwhelm the opposing crew. Theus be praised that the nature of a slave driver is that of a bully and not a trained warrior, or nothing could stop the Corsairs.

A galley is long and narrow in the beam with a small forecastle, a ram at the prow, and a narrow transom. Instead of a raised poop deck, the galley has a loose framework called a carosse that is covered in colorful canvas. Between the forecastle and the carosse lies the open hold where the slaves work the oars. A gangway above the hold allows the slave driver to

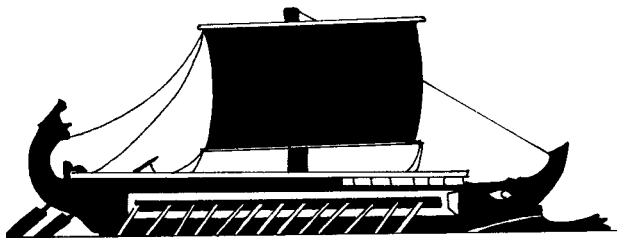
administer the whip without actually having to enter the hold himself. Long banks of manned oars provide the majority of power for the ship's propulsion, although the galley also mounts two masts. The first and largest is stepped in front of the forecastle, while the second smaller mast is directly amidships. Both masts use a single, large lateen sail. The galley is steered by a combination of well coordinated rowing and the large tiller at the stern. A three-masted galley is called a *gallesse*.

Corsair Slave Galley (d20™)

Base Cost: 50,000 G
Cost per Additional Level: 4,500 G
Length: 80 ft.
Width: 20 ft.
Draft: 2
Cannon: Twelve 10-pounders (max. 18), two of which are set as bow chasers, and eight boarding cannon
Masts: 2
Oars: 40
Movement Rate: 2
Cargo: 10 tons
Rudder: 2, 3 with sail
Crew: 210
Armor Class: 12
Hull Hardness: 5
Hit Points: 1,600
Starting Feats: None

Corsair Slave Galley (7th Sea™)

Brawn (Guns): 2, **Finesse (Crew):** 7, **Resolve (Hits):** 4, **Wits (Maneuver):** 2 (1), **Panache (Speed):** 4
Modifications: Oars (1)
Flaws: Awkward Cargo Space (4)
Draft: 4
Crew: 7
Cargo: 4



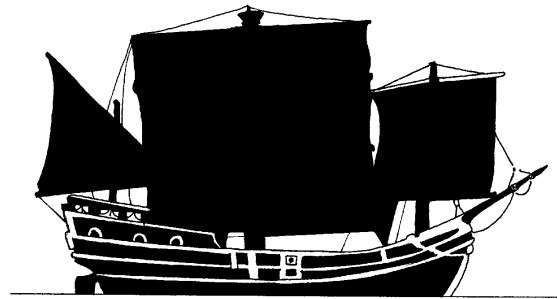
Corsair Slave Galley

Caravel

Originally developed in Castille during the fifteenth century, the caravel comes in a variety of sizes ranging from small to medium. Its relatively small draft allows it to moor closer to shore than most other craft, and facilitates navigation in shallower waters. The Castillian monarchs, eager to expand trade, granted monopolies to captains who explored new lands. Since all that was required to obtain a trade license was to present a thorough chart of a previously unexplored region, the caravel became the craft of choice.

The Vodacce princes, equally eager for these potentially lucrative trade monopolies, sent caravels all over Théah.

Through their explorations, they learned that the caravel also made an excellent small merchant vessel. Able to reach villages and towns where the water was shallower, the caravel went where the deeper carracks and galleons could not go. While the Vendel Guilds have since broken most of the monopolies, the Bernoulli family's exclusive right to trade with the Crescent Empire, reinforced by the Vaticine Church's embargo, continues to hold, although the raising of Cabora and access to the western shores of Cathay may jeopardize that.



Merchant Caravel

A rounded prow and straight keel characterize the caravel. It has a lower deck, a main deck with a low forecastle in the bow, and a quarterdeck. Larger caravels often have a higher poop deck that provides the helmsman a good vantage of treacherous waters ahead. The caravel's rig varies depending on its major trade route. Caravels that stay within the Vodacce princes' archipelago use a strictly lateen rig while those who sail the longer sea-lanes mount square sails on the foremast. Although the total cargo tonnage the caravel can carry is significantly less than that of the Vendel carrack, the Vodacce princes prefer more valuable, lower tonnage cargoes such as silks, spices, and fine wine.

Although the caravel is not designed for combat it does mount a minimum armament to deter pirates (or to act as one itself.) While slower than many a ship her size, the caravel can go places others cannot. Many a pirate has chased a caravel over a reef only to find himself surrendering after he has been run aground.

Merchant Caravel (d20™)

Base Cost: 45,000 G
Cost per Additional Level: 5, 500 G
Length: 75 ft.
Width: 25 ft.
Draft: 1
Cannon: Six (max. 12) 6-pounders and four boarding guns
Masts: 3
Oars: 0
Movement Rate: 4
Cargo: 15 tons
Rudder: 2
Crew: 60
Armor Class: 12
Hull Hardness: 5
Hit Points: 1,875
Starting Feats: None

Merchant Caravel (7th Sea™)

Brawn (Guns): 1, Finesse (Crew): 2, Resolve (Hits): 3, Wits (Maneuver): 5, Panache (Speed): 4
 Modifications: Shallow Draft (5)
 Flaws: None
 Draft: 2
 Crew: 2
 Cargo: 3

Castillian Galleon

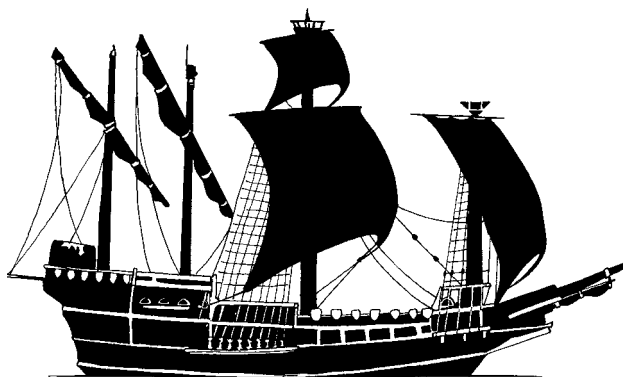
Praises for the grace and beauty of the Castillian galleon are sung from the greatest opera houses to the lowest taverns of Théah. Castillian shipwrights took a caravel's rounded bow and straight keel and combined it with a carrack's high deck structure. The forerunner to the modern Ship of the Line, the galleon is still a formidable warship.

The galleon's unique characteristic is found at the bow of the ship. While the forecandle ends at the stem, a long low beak head projects from the bow under the bowsprit, often decorated with an elaborate figurehead. The area between the beak head and the forecandle is covered with a grating that is in effect another deck. While other ships may also have beak heads, none are as large. The galleon boasts a square transom, often highly decorated and peaked with a gigantic ship's lantern. The quarterdeck and poop deck are uncharacteristically narrow when compared with modern ships, but this somehow adds to their sleek and graceful beauty.

The galleon has three and sometimes four masts all square-rigged except the mizzen, which is lateen-rigged. The Castillians were the first to put fighting tops high in the fore and main masts, larger than a crow's nest, and occasionally mounted swivel guns on these platforms which allow sailors to fire down on opposing ships. Occasionally a similar structure is attached to the bowsprit.

The preferred tactic of the galleon is to destroy an opponent's masts with cannon fire, then come alongside so that boarders can leap from the high fore and quarter decks directly onto the opposing ship with supporting fire from above.

While most galleons are similar to the frigate in size and tonnage, they are slower but slightly more maneuverable due to their rig. Large galleons can be considered Ships of the Line (see below); the *Corazon del Castillo* is one of these.



Castillian Galleon

Castillian Galleon (d20™)

Base Cost: 98,000 G
 Cost per Additional Level: 9,500 G
 Length: 140 ft.
 Width: 37 ft.
 Draft: 3
 Cannon: 40 (max. 80): twenty 20-pounders, twenty 12-pounders.
 Masts: 3
 Oars: 0
 Movement Rate: 3
 Cargo: 25 tons
 Rudder: 2
 Crew: 150
 Armor Class: 12
 Hull Hardness: 7
 Hit Points: 8,008
 Starting Feats: Prow Ram, Masterful Construction (4x), Wide Rudder

Castillian Galleon (7th Sea™)

Brawn (Guns): 4, Finesse (Crew): 5, Resolve (Hits): 5+1, Wits (Maneuver): 4, Panache (Speed): 3
 Modifications: Decoration (3), Sturdy Hull (2)
 Flaws: None
 Draft: 4
 Crew: 5
 Cargo: 5

Lugger

The fisherman who reaches port with his catch first can demand the highest price, which perhaps explains the origins of the lugger. Originally a fishing vessel found primarily in the Trade Sea, luggers are fast small- or medium-sized vessels with two or three masts rigged with lugsails which look like a truncated lateen sail. Because the bowsprit is not permanently fixed to the bow, it can be run out to put up larger sails or shortened in bad weather. This rig gives the lugger the ability to out-point most other ships her size, which means she can sail closer to the direction of the wind. This, combined with the lugger's speed, gives it a tactical advantage whether she is trying to engage another vessel or flee from pursuit. Luggers have only a main deck and a hold, which is sectioned off for cargo and living spaces.

Since the Wars of the Cross, luggers have found favor amongst the Eisen merchant fleets. Many an Eisen captain has had to change course abruptly to flee from privateers, pirates, or the Castillian Navy. It is not surprising that many of these same captains have converted their luggers to do likewise. A favorite amongst pirates and smugglers, luggers are used as revenue cutters and supply ships to fleets on station. A typical lugger tactic is to approach a ship from upwind and dart in and out of cannon range while firing at the target's vulnerable bow or stern.

Lugger (d20™)

Base Cost: 35,000 G
 Cost per Additional Level: 3,500 G
 Length: 65 ft.
 Width: 15 ft.
 Draft: 1
 Cannon: 6 (max. 20): six 6-pounders and four boarding guns

Masts: 2
Oars: 0
Movement Rate: 6
Cargo: 15 tons
Rudder: 2
Crew: 10
Armor Class: 13
Hull Hardness: 5
Hit Points: 1,005
Starting Feats: Narrow Hull, Wide Rudder

Lugger (7th Sea™)

Brawn (Guns): 1, **Finesse (Crew):** 3, **Resolve (Hits):** 3,
Wits (Maneuver): 7, **Panache (Speed):** 6
Modifications: Narrow Hull (4)
Flaws: None
Draft: 2
Crew: 12
Cargo: 3

Frigate

Built along the same lines as a modern Man of War, only smaller, frigates are fast naval ships with 25 to 50 guns. Too small to go toe-to-toe with a larger Ship of the Line, they are ideally suited for escort and scout duties, as well as anti-piracy patrols and commerce raiding. A naval frigate is the coveted independent command of any up and coming naval officer, a chance to prove oneself in combat, and a key to the potential riches of prize money.

A frigate usually has its three masts square rigged with a fighting top on the main mast. It sports a bowsprit with spritsail and jibs running to the foremast. Frigates also have a lower and middle deck, a single long gun deck, main deck, a quarterdeck, and a small forecabin. A frigate's beak head curves sharply upwards.

Montaigne frigates eliminate the quarterdeck and forecabin, and enclose the beak head, giving the forecabin more protection. This makes them slightly more cramped, but the Montaigne consider the reduced weight and increased speed well worth the inconvenience. Tactically, the frigate uses her superior firepower to subdue most of her opponents. One well-aimed volley off the bow and most ships strike their flag. Only a few of the fastest ships might try to flee but this is discouraged, as a frigate's chasers can be formidable. When face to face with another frigate, the fighting is fierce and bloody, the kind of which legends are made. Frigates were key to Montaigne's successful blockade of Castille.

Frigate (d20™)

Base Cost: 101,500 G
Cost per Additional Level: 10,150 G
Length: 145 ft.
Width: 36 ft.
Draft: 6
Cannon: 30 (max. 50): thirty 12-pounders (including two bow chasers and two stern chasers)
Masts: 3
Oars: 0
Movement Rate: 5
Cargo: 10 tons
Rudder: 3

Crew: 150
Armor Class: 13
Hull Hardness: 6
Hit Points: 5,220
Starting Feat: Prow Ram

Frigate (7th Sea™)

Brawn (Guns): 3, **Finesse (Crew):** 7, **Resolve (Hits):** 6,
Wits (Maneuver): 3, **Panache (Speed):** 5
Modifications: Prow Ram, Boarding Party
Flaws: Awkward Cargo Space (4)
Draft: 6
Crew: 150
Cargo: 6

Brig

These fast flush-decked merchant vessels carry two masts with the main mast at the stern. They also have a bowsprit with a short beak head below. The brig's characteristic rig has a spritsail hung below the bowsprit with jibs above attached to the foremast. Square sails are used on the foremast and on the upper portion of the main mast, but what distinguishes a brig is the mainsail — a gaffe rig, using a large trapezoidal sail attached to a long yardarm at the top and a boom at the bottom. Favored by Avalon skippers, this rig works equally well in both the Trade and Frothing Seas. Brigs have a lower and main deck, and a short quarterdeck several feet above the main deck that serves as the officers' cabin.

When the Castillian Armada headed for Avalon in 1659, Queen Elaine had no Navy, so she issued a call for privateers to defend the Glamour Isles. Many brig captains, including Jeremiah Berek, took the Letters of Marque. Berek realized that the larger Castillian ships would outgun the converted brigs, so he devised a strategy to concentrate on the smaller screening vessels. Armed with fewer but longer-range guns, the brigs harassed the flanks and rear of the approaching Armada and picked off targets and stragglers. As luck would have it, a freak storm sank a third of the approaching Armada. The larger Ships of the Line had too deep a draft to approach the Islands so the only ones left were the smaller craft, which the Avalon "fleet" was able to defeat handily. Berek's fame was secured, and the brig became known not only as an able merchant vessel, but also as a formidable privateer.

Brig (d20™)

Base Cost: 40,000 G
Cost per Additional Level: 5,000 G
Length: 70 ft.
Width: 22 ft.
Draft: 3
Cannon: 8 (max 30): Eight 6-pounders and four boarding guns
Masts: 2
Oars: 0
Movement Rate: 5
Cargo: 15 tons
Rudder: 3
Crew: 12
Armor Class: 13
Hull Hardness: 5
Hit Points: 1,540
Starting Feats: None

Brig (7th Sea™)

Brawn (Guns): 1, **Finesse (Crew):** 2, **Resolve (Hits):** 3,
Wits (Maneuver): 5, **Panache (Speed):** 5
Modifications: Reduce number of guns, add longer-range guns
Flaws: None
Draft: 3
Crew: 20
Cargo: 3

Corvette: Sloop of War

When the War of the Cross erupted in Eisen, Letters of Marque were issued like beer at a harvest festival. It was not uncommon for an Eisen captain to hold letters from more than one faction in the war. The resulting increase in privateering and outright piracy prompted King Léon XIV of Montaigne to find a way to protect his country's merchant shipping. He ordered his master naval architect to design a small, fast, heavily gunned ship that could take on the swarms of small pirate vessels that had arisen. The result was the corvette.

Built low in the water, these three-masted ships have a square rig with a gaffe rig on the mizzenmast. What gives the corvette its edge are its guns — between fourteen and twenty guns, usually of a sizable caliber. Corvettes have a standard three-deck design with a lower, middle, and main deck; the guns located on the middle deck. To add versatility, oars can be run out the gun ports, giving the corvette an edge even in less favorable winds. Command of these vessels was given to promising young naval lieutenants who were ordered to capture or sink as many pirate vessels as they could.

Operating alone or in small squadrons, the young officers used every tactic and strategy at their disposal, from well-trained boarding parties and gun crews to the subtle aspects of maneuver and ambush. Since the lieutenants had not yet earned the title of captain, the crews of successful corvettes referred to them as “skipper” to reflect that the reward was more than prize money — it was Honor.

Less expensive to maintain than a frigate, the corvette appealed to other nations, which began to construct similar vessels for their navies. Collectively ships of this class are called Sloops of War, not to be confused with a sloop, which is a single-masted vessel.

Corvette (d20™)

Base Cost: 70,000 G
Cost per Additional Level: 8,000 G
Length: 110 ft.
Width: 28 ft.
Draft: 5
Cannon: 14 (max 20): twelve 10-pounders and two 10-pound chasers in the bow
Masts: 2
Oars: 14
Movement Rate: 6
Cargo: 5 tons
Rudder: 3
Crew: 120
Armor Class: 13
Hull Hardness: 6
Hit Points: 3,080
Starting Feats: None

Corvette (7th Sea™)

Brawn (Guns): 2, **Finesse (Crew):** 3, **Resolve (Hits):** 5,
Wits (Maneuver): 5, **Panache (Speed):** 6
Modifications: Prow Ram (1), Boarding Party (5), Oars (1)
Flaws: Awkward Cargo Space (4)
Draft: 5
Crew: 120
Cargo: 4

Ship of the Line: Man of War

Generally speaking, for a craft to be termed a Ship of the Line speaks more to its size and number of guns than to any particular architecture or rig. The *Corazon del Castille* can properly be described as both a galleon by her architecture and a Ship of the Line of the First Rate, which means that she has 100 guns or more. Ships of the Second Rate have around 90 guns while ships of the Third Rate have 70 to 80 guns. Fourth Rate ships have 50 to 60 guns; any ship with fewer guns had no place in the Line of Battle.

The Line of Battle is the formalized doctrine of how large fleets of ships engage one another. The goal is to line the ships from stem to stern and sail them in that line across the bows of the opposing fleet, thereby getting a continuous succession of shots on the enemy fleet. The maneuver is difficult to perform because some ships sail faster than others, and nothing stays constant in the frenzy of battle. Enrique Orduño drilled the Castillian Armada for months and still had to wait for the perfect opportunity to defeat the Montaigne Navy.

While Ships of the Line can vary in architecture most are built along standard lines. The standard Man of War, as it is called, has an upward curving beak head, often with an ornately carved figurehead and a long bowsprit usually pointing at a sharp angle. The decks are many, starting from the bottom; lower deck, middle deck, lower gun deck, upper gun deck, main deck, upper deck, quarter deck, and finally the poop deck, which often mounts large, decorated lanterns at the stern. Heavy timbers walls called “waists” connect the forecastle to the quarter deck, offering the Main deck gunners some protection when the cannon balls and splinters start to fly.

One of the ship's most spectacular aspects is the series of stern galleries, rooms built into the ship on the upper, quarter, and poop decks. They sport large glazed windows, highly decorated gilded carvings, and occasionally even a balcony off the stern. Amongst all this ornamentation, however, is hidden deadly utility. During the course of battle the windows are removed and large chasers are rolled up that belch death on pursuing craft.

A Man of War is usually square-rigged on all masts with one or two spritsails on the bowsprit, and multiple jibs running to the foremast. It is not unusual, however, to have different rigging, possibly gaff or lateen on the mizzenmast.

Man of War (d20™)

Base Cost: 125,000 G
Cost per Additional Level: 12,500 G
Length: 178 ft.
Width: 52 ft.
Draft: 8
Cannon: 50 (max. 110): twenty 20-pounders, two of which are bow chasers; twenty 12-pounders, two of which are stern chasers; and ten 10-pounders. Note: No more than one-third of the guns may be placed on any deck. With the

exception of chasers, guns on a deck must be smaller than guns of the deck below it.

Masts: 3

Oars: 0

Movement Rate: 4

Cargo: 15 tons

Rudder: 3

Crew: 850

Armor Class: 13

Hull Hardness: 7

Hit Points: 9,256

Starting Feats: Prow Ram, Boarding Party

Man of War (7th Sea™)

Brawn (Guns): 5, **Finesse (Crew):** 8, **Resolve (Hits):** 8, **Wits (Maneuver):** 3, **Panache (Speed):** 4

Modifications: Prow Ram (1), Sturdy Hull (2), Boarding Party (5)

Flaws: Awkward Cargo Space (4)

Draft: 8

Crew: 850

Cargo: 8

Topsail Schooner

The well-known origins of the topsail schooner are something of a legend. In the not too distant past there were two lords, friends and rivals, who fancied themselves sailors of great note. The Lord of Carman, from the Isle of Inismore, took a trip to the Isle of Avalon to see his friend the Lord of Gringolet and show off his new lugger, the *Clairabelle*. The Lord of Gringolet, not to be outdone, challenged Lord Carman to a race against his fastest ship, a brig he called *The Graceful Byrd*.

The course was set — they would race across the channel to Carman. Either the wind had a mind of its own that day, or the Sidhe decided to interfere, but whatever caused the wind to change decided the race. The wind was blowing directly from Inismore, so the lugger's ability to out point the brig resulted in Lord Carman standing at the wharf, toasting his friend as the *Graceful Byrd* sailed into the harbor. Lord Gringolet was not pleased and set about finding a shipwright who would build "the fastest ship to sail the Seven Seas."

The Avalon noble found his shipwright in Gretel Vandermier, an ex-patriot Eisen from Insel. Based off the ketch rig of fishing vessels from her native land, Gretel created the *Maiden Zephyr*, the first modern schooner. To make a long story short, Lord Gringolet fell in love with both the ship and the shipwright, and after a victorious rematch with Lord Carman, the lord and his lady shipbuilder were married and sailed off into the sunset.

A long narrow hull and deep extended keel characterize the schooner. It has a rounded bow and overhanging stern. Some schooners have replaced the extended keel with a movable centerboard, although this makes for a crowded hull. The rig has a long low bowsprit, a fore mast, and a main mast. Both the foresail and the mainsail use a gaff rig while the topsails are square-rigged. Schooners follow the traditional lower, middle and main deck design, but instead of a quarter deck, the sloop has a low deck house amidships for the crew quarters. Because the deckhouse limits space, armed schooners mount carronades (short barreled cannon) for their broadside guns. Fortunately, the craft's speed more than makes up for the guns' limited range.

Topsail Schooner (d20™)

Base Cost: 45,000 G

Cost per Additional Level: 4,500 G

Length: 74 ft.

Width: 19 ft.

Draft: 3

Cannon: (Max. ten guns, 9 of which may be no larger than 6-pound carronades): one 9-pounder chaser; four 6-pound carronades (treat as 6-pound cannon with half range); five boarding guns.

Masts: 2

Oars: 0

Movement Rate: 8

Cargo: 5 tons

Rudder: 3

Crew: 18



Topsail Schooner

Armor Class: 13

Hull Hardness: 5

Hit Points: 1406

Starting Feats: Extended Keel, Masterful Construction (2x)

Topsail Schooner (7th Sea™)

Brawn (Guns): 1, **Finesse (Crew):** 1, **Resolve (Hits):** 2, **Wits (Maneuver):** 2, **Panache (Speed):** 8

Modifications: Retractable Keel (6), Narrow Hull (4)

Flaws: Awkward Cargo Space (4), Undergunned (2)

Draft: 3

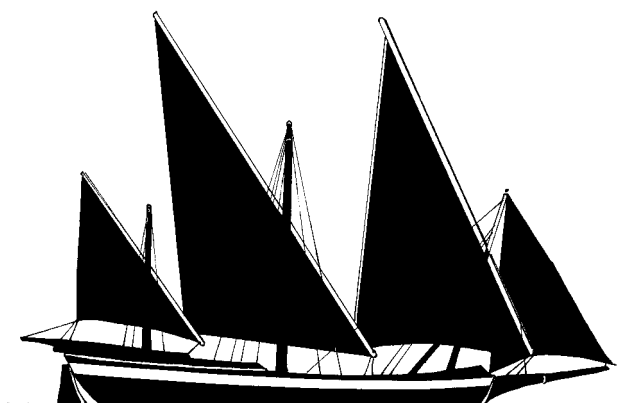
Crew: 18

Cargo: 1

Sharpie Ketch

The sharpie is another derivation of the ketch fishing boats used in the Trade Sea and on rivers all over Théah. Primarily used in areas with many sandbars and shoals, "sharpies" are flat-bottomed boats built of thin planking, so the resulting shallow draft is often measured in inches instead of feet. The sharpie has a vertical, sharp pointed, bow contrasted by a rounded overhanging stern. The sharpie also has a movable keel that swings up on a pivot when entering shallow waters.

The sharpie, like the brig and the schooner, has a main mast and a mizzenmast. Unlike the schooner, the sharpie's main mast is stepped near the bow of the boat and the mizzenmast is between half and two-thirds of the way back toward the stern. Both masts can be removed easily by knocking out a keeper pin. Both the mainsail and mizzensail are trisails, and use booms.



Sharpie Ketch

There is a small deck at the stern, primarily to add strength, from which the tiller projects, and occasionally there is a small cabin at the bow; otherwise, the boat is open. A charming Avalon story tells of a fisherman who married a farmer's daughter. When his father-in-law became ill, his wife returned to the farm, several miles inland, to care for the elderly man. Meanwhile, a storm blew up at sea so the fisherman decided it was time to head for shore. By the time he reached the dock, the rutted roads were full of water, so he kept sailing his sharpie ketch inland until he reached his father-in-law's farm. His wife was surprised (and delighted).

Sharpie Ketch (120")

Base Cost: 2,500 G
Cost per Additional Level: 30 G
Length: 35 ft.
Width: 9 ft.
Draft: 0
Cannon: 0 (max. 4 boarding cannon)
Masts: 2
Oars: 4
Movement Rate: 6
Cargo: 1 ton
Rudder: 1
Crew: 8
Armor Class: 12
Hull Hardness: 3
Hit Points: 315
Starting Feats: Slight Draft, Retractable Keel, Oars, Wide Rudder

Sharpie Ketch (7th Sea™)

Brawn (Guns): 0, **Finesse (Crew):** 1, **Resolve (Hits):** 1,
Wits (Maneuver): 8, **Panache (Speed):** 6
Modifications: Retractable Keel (6), Oars (1)
Flaws: None
Draft: 0
Crew: 1
Cargo: 1

Ship Parts

One of the elements of a realistic campaign is the inclusion of specific language. Here is a list of the proper terms for the various parts of a ship.

Armory

Whether a simple arms locker on smaller vessels or a cabin full of weapon racks, this is where all of the real weapons are stored. Typical weapons include pistols, muskets, cutlasses, and axes. Because sailors tend to brawl at sea, most weapons were kept under lock and key.

Boom

A horizontal beam at the foot of a trisail or a gaff sail.

Bowsprit

The bowsprit is a beam jutting from the bow (front) of a ship. Technically, it could be considered a mast at an angle. Jibs, the foremost triangular sails, are fastened to the bowsprit, and a square sail called a spritsail (spirit sail) is sometimes hung below it.

Capstan

A vertical drum or post that is used by winding in rope or cable to hoist weights, like anchors.

Cat Head

The cat head is a reinforced wooden structure at the bow of the ship. If reinforced sufficiently, it can be used as a ram. Gratings strung between cat heads form a small deck, which is the location of the privy.

Crow's Nest

The crow's nest is a small platform placed high on a mast, from which a crewmember serves as lookout. The watch in the crow's nest on the foremast is responsible for spotting navigational hazards.

Fighting Tops

These are large platforms high up in the mast from which sailors can fire down on the opposing ships. A small arms locker is sometimes kept here.

Gaff

A beam from which the gaff sail is hung.

Gaff Rig

A rig, which consists of a trapezoidal sail with a beam at the top, called a gaff, and a yard at the base called a boom.

Lateen Rig

A rig, which consists of a large triangular sail, hung from a long yard.

Masts

There are a number of masts, each of which has a different name. The main mast is always the largest. The foremast is in front of the main mast and the mizzenmast is behind it. The stern-most mast (assuming a four-mast rig) is called the "Bonaventure Mizzen Mast."

If a mast receives a critical hit it will fall, possibly becoming entangled in other rigging or going completely overboard (50% chance either way).

D20™ MECHANICS

If the mast gets entangled in the rigging, the ship suffers Movement -1 and Rudder +1 until repaired.

7TH SEA™ MECHANICS

If the mast gets entangled in the rigging, the ship's Wits and Panache are reduced by 1 until repaired.

D20™ MECHANICS

If the mast falls overboard, the ship suffers Movement -2 and Rudder +2. This is reduced to Movement -1 and Rudder +1 if the mast is cut free.

7TH SEA™ MECHANICS

If the mast falls overboard, it reduces the ship's Wits and Panache by 2. This is reduced to 1 if the mast is cut free.

Orlop

This room, usually on the lower deck, houses spare rope. To keep lines from getting tangled, the rope is wound around a series of long poles called cable tiers.

Rigging

Ropes on ships are called "lines" and collectively the "rigging," which includes halyards, sheets, stays, and shrouds. Halyards are the lines used to raise the sails and sheets are used to position them for the best use of the wind. If a halyard is cut, the boom will fall, hopefully on an unsuspecting boarder. Sheets are under a lot of strain, and if cut the line will whip out unpredictably and dangerously. Many stays and shrouds are used to hold the masts up so if one is damaged the mast will remain erect. Stays run front to back while shrouds connect to the sides of the hull. Ratlines are attached to the stays to form rope ladders for sailors to access the rigging.

Rudder

The rudder is a large plank of wood at the stern of the ship or boat used to steer. It is either connected with lines to a long pole called a tiller in small craft or a ship's wheel on larger craft.

Sails

Sails are large pieces of canvas used to manipulate the wind to propel a ship. Sails derive their names from the mast to which they are attached. From bottom to top they are main-sail, main topsail, main topgallant Sail, and main topgallant royal. The same naming convention is used for sails on other masts, i.e., foresail, fore topsail, etc.

Staysails

Staysails are the triangular sails attached to the bow or bowsprit.

Tiller

A lever, attached to a rudder, used to steer a boat.

Transom

The transom is the outer wall on the ship's stern. On large ships, it is frequently decorated, which is one way to determine the ship's nationality.

AVALON

The most striking characteristic of transoms on ships of the Glamour Isles is the long rows of square windows. A single balcony is sometimes located high up in the transom to provide the navigator with a vantage point for astronomical sightings. Avalon shipwrights are known to decorate their transoms with relief carvings though not near as gaudily as the Montaigne. Extensive use of decorative moldings and trim bring the whole transom together and give it a polished look.

CASTILLE

Castillian appreciation for mathematics has led to the use of geometric forms in the construction of their transoms, the most favored of which is the arch. Like the shipwrights of Avalon, the shipwrights in Castille use large amounts of decorative trim and molding, but disdain any use of carving. Unless it is a galleon, Castillian vessels usually have a low arch of windows above the rudder with a balcony for the navigator above. Galleons do not have the balconies on the transom. A single large ship's lantern is typically placed on a post at the top of the transom.

EISEN

With their practical nature, Eisen shipwrights see little point in decorating ships' sterns with finery. Transoms on Eisen-built ships will occasionally use small windows or ports to provide light to the stern cabins. The ship name is almost always carved on the transom, but other than that there are no decorations or insignia. A small utilitarian lantern is bolted to the stern for navigational purposes, but it hardly lights up the seas like the great ships' lanterns typically used on other nations' ships.

MONTAIGNE

The transoms of pre-Revolutionary ships from the Montaigne shipyards are generally considered to be works of art. These ships were highly decorated with gilded carvings with the transom as the centerpiece. Full sized statues of lovely maidens, elaborate floral patterns, and intricate scrollwork decorated the multiple balconies, which occasionally wrapped around the sides of the ship. The transom was always topped with three large gilded lanterns. One Montaigne noble even commissioned a stained glass window for his cabin.

Since the Revolution the style has completely changed. Budget cuts and disdain for the excesses of the nobility have led to simpler designs. Taking a page from the Castillian transom, the new Montaigne design is a simple oval molding with a single relief carving usually reflecting the ship name. Balconies are no longer used, but large glass windows help make up the difference.

USSURA

Fierce storms in the northeastern waters of the Trade Sea take their toll. Because of this Ussuran ships use gun ports instead of windows in their transoms. Frequently, carvings of animals decorate the corners where the transom and the sides of the hull meet. Although the wood is often cracked and paint is peeling, Ussuran sailors believe that these weathered carvings bring them luck.



VENDEL

Why spend guilders for elaborate carvings when a little paint will do? The transoms of Vendel craft are painted with elaborate versions of the crests of the guilds that finance them. A simple balcony is located high on the transom with shields decorating its railings.

VODACCE

Perhaps it is the penchant of Vodacce merchants to turn pirate on a whim that has led to the nondescript clean lines of their craft. Frequently painted with small geometric patterns, these craft are modestly decorative, but hardly individual. A merchant might be robbed at sea by one of these vessels and walk right by it in port without even recognizing it.

Yard Arm

A horizontal beam from which a square sail is hung.

Deck Descriptions and Uses

Most large ships have at least two decks, or a deck and a level below the deck. Most have multiple decks and each has a particular use, as noted below, from top to bottom.

Poop Deck

The uppermost deck on a ship, the poop deck sits atop the quarterdeck and runs from the mizzenmast to the stern of the ship. The tiller or ship's wheel is usually located here, providing the helmsman with the best view of the seas ahead. A ship's lantern is usually hung from the stern.

Quarterdeck

The quarterdeck sits atop the main deck and runs from the mainmast to the stern of the ship. If there is a poop deck, the navigator and his chartroom are located in the stern-most cabin.

Foredeck

The foredeck is the small deck above the forecastle. A capstan (see above) is usually mounted here to raise the anchors.

Forecastle (fo'c's'le)

The forecastle is the section on the upper deck located at the bow or in front of the foremast that contains the cook, bosun, ship's carpenter, and other important non-commissioned officers' cabins.

Main Deck

The main deck is the uppermost deck that runs the full length of the ship. The captain's cabin is located in the stern-most gallery of the main deck below the quarterdeck, and the other officers' quarters are nearby. The arms locker or armory is also located in this portion of the ship.

The Open Deck is located on the main deck between the forecastle and the quarterdeck house. This is where the long-boats and jolly boats lashed to the deck. Cannon may also be placed on the main deck, but only the smaller pieces.

Gun Decks

The upper and lower gun decks are located between the main and middle decks. Cannon are mounted on carriages and may be run with ropes and pulleys out of ports cut into the sides of the hull. The cannon's recoil will send the muzzle back inside for reloading. When not in use, cannon are secured firmly to

the deck — best not to have several tons of iron rolling around on deck. The gun deck is not only where the gunners work, but also where they sleep on hammocks hung between their guns.

The gunroom, located near the stern of the gun deck, is home to the midshipmen and the master gunner. The master gunner, usually the biggest and burliest man aboard, is tasked with keeping these junior officers in line.

Middle Deck

The middle deck is where the rest of the crew makes their home. The galley (kitchen) is located amidships because this is the most stable area. Sailors sleep in hammocks hung from the ship's beams and on fighting vessels they may be packed in with only twenty inches of space between the hammock above and the one below.

The paint locker and the sail locker are found in the bow of the ship on this deck, and the powder room (gunpowder, not bathroom) is located in the stern. On merchant vessels, lighter cargoes are stored on the middle deck.

Lower Deck

The lower deck is sometimes referred to as the hold. Heavy cargoes and provisions are stored here. Water, salt beef, and hardtack (dried biscuits) are stored in casks in an attempt to keep out the vermin. Cannonballs are stored in racks along the walls. The orlop (*see above*) is a room, usually located near the bow of the ship, where spare rope and cable are stored on long racks to prevent them from getting tangled.

Critical Hits by Deck

During combat, any part of the ship can be at risk and each takes damage in a different way.

Poop Deck

D20™ MECHANICS

All ship handling rolls have a -10 situation penalty so it now requires twice as long a distance to turn a ship as normal. Normal damage.

7TH SEA™ MECHANICS

Ship's Wheel destroyed. Ship's Wits reduced to 0 until repairs are made.

Quarter Deck

D20™ MECHANICS

The ship's speed is reduced by 10%. Normal damage.

7TH SEA™ MECHANICS

Mizzenmast hit. Reduce ship's Panache by 1.

Main Deck (Roll a d10 for location)

- 1: Capstan hit. Ship may no longer raise anchor, which now must be cut. Reduce hits by 50%. (Use for both systems)
- 2-3: Longboat hit and destroyed. Reduce hits to zero. (Use for both systems)
- 4: Anchor hit and destroyed. Reduce hits to zero. (Use for both systems)

- 5: Bowsprit hit. Normal damage. (Use for both systems)
- 6: Forecastle hit. Loose fore mast. Normal damage. (Use for both systems).
- 7-8: Guns hit.

d20™ Mechanics: Ten of the ship's guns are out of commission until repairs can be made (3d10 minutes). Normal damage.

7th Sea™ Mechanics: Gun hit. Gun destroyed. Reduce Brawn by 1.

- 9: Officer hit. One of the ship's NPC officers is injured, perhaps even killed, which hurts the ship's morale. Roll damage normally for the officer. If he survives the hit, he is injured and unable to fight.

d20™ Mechanics: All skill checks by the ship's crew has a -1 morale penalty.

7th Sea™ Mechanics: The opposing ship gains Fear 1 or increase Fear by 1.

- 10: Main mast hit.

d20™ Mechanics: Reduce the ship's speed by 10%. Normal damage.

7th Sea™ Mechanics: Reduce the ship's Panache by 1.

Gun Deck

D20™ MECHANICS

Ten of the ship's guns are out of commission until repairs can be made (3d10 minutes). Normal damage.

7TH SEA™ MECHANICS

Gun hit and destroyed. Reduce Brawn by 1.

Middle Deck (Roll d10 for location)

- 1-2: Solid Hit! The planking shatters and fills the area with numerous flying splinters. Double normal damage.

d20™ Mechanics: Anyone in the area hit takes 2d12 damage.

7th Sea™ Mechanics: Anyone in the area hit takes 2k2 damage from the yard long splinters.

- 3-4: Galley is hit; morale is reduced.

d20™ Mechanics: All skill checks by the ship's crew suffer a -1 Morale penalty.

7th Sea™ Mechanics: The opposing ship gains Fear 1.

- 5: Paint Locker hit, which starts a fire in one 10 ft. × 10 ft. area.

d20™ Mechanics: Every round that the fire is left burning, it inflicts 2d10 damage. Every three rounds, it spreads to another 10 ft. × 10 ft. area, increasing

damage by 2d10 until it engulfs the ship in flames. Two men can contain each 10 ft. × 10 ft. area of flames from spreading further and five men can contain and extinguish a 10 ft. × 10 ft. area of flames in 3 rounds.

7th Sea™ Mechanics: Every round that the fire is left burning, it inflicts 2k2 damage. Every three rounds, it spreads to another 10 ft. × 10 ft. area, increasing damage by 1k1 until it engulfs the ship in flames. Two men can contain each 10 ft. × 10 ft. area of flames from spreading further and five men can contain and extinguish a 10 ft. × 10 ft. area of flames in 3 rounds.

- 6: Rudder hit.

d20™ Mechanics: All ship handling rolls have a -10 situation penalty. It requires twice as long a distance to turn a ship as normal. Normal damage.

7th Sea™ Mechanics: Wits -1 or Rudder +1.

- 7-8: Lower Deck — sprung planking causes double damage.

d20™ Mechanics: The ship will sink in 2d10+10 rounds unless repaired. Adjacent cargo holds fill with water.

7th Sea™ Mechanics: The ship will sink in 2d20+20 rounds unless repaired. Adjacent cargo holds fill with water.

- 9: Galley is hit and a fire starts in hold; morale is reduced.

d20™ Mechanics: Every round the fire burns, it inflicts 2d10 damage. Every three rounds, it spreads to another 10 ft. × 10 ft. area, increasing damage by 2d10 until it engulfs the ship in flames. Two men can contain each 10 ft. × 10 ft. area of flames from spreading further and five men can contain and extinguish a 10 ft. × 10 ft. area of flames in 3 rounds. All skill checks by the ship's crew suffer a -1 Morale penalty.

7th Sea™ Mechanics: Every round the fire burns, it inflicts 2k2 damage. Every three rounds, it spreads to another 10 ft. × 10 ft. area, increasing damage by 1k1 until it engulfs the ship in flames. Two men can contain each 10 ft. × 10 ft. area of flames from spreading further and five men can contain and extinguish a 10 ft. × 10 ft. area of flames in 3 rounds. The opposing ship gains Fear 1.

- 9-10: Powder Room Hit!

d20™ Mechanics: 20d10 damage and/or the ship blows up.

7th Sea™ Mechanics: An explosion rocks the ship causing an additional 9k9 damage.

Fairweather Pete's Shipyard and Nautical Emporium

"So you're here about a ship I see. Well I've got a couple of good ones for ye. They be all stout craft, built in only the finest shipyards on Théah. Come along, good masters, and see for yourself. Give that hull a good kick there. No, those be not barnacles, young master, 'tis a new form of hull armor. But pay no attention to her — come look at this beauty."

Elisa Katherine (Smuggler's Flute)

This beautifully maintained ship has a long round hull like a sausage and a high narrow deck. Upon closer examination you notice that the waists between the quarterdeck and fore-castle transition seamlessly, creating a very sleek looking craft. The fore and main masts are of a square rig and the mizzen is a lateen. All the sails and rigging appear to be in good working order. You immediately realize that with twelve 6- pound cannon on deck, this flute is a little heavily armed for a merchant vessel, but in these hard times a little extra protection is appreciated.

Pete shows you the deckhouses. The fore-castle seems cramped with the two large 10-pound chasers. The galley is here and somehow the boson and ship's carpenter have somehow managed to carve a home out of the remaining space. Inside the door of the stern deckhouse you find the arms locker to the port, a ladder going down to the starboard, and to the stern, another door into the single long cabin. Lit by a small round window in the transom, the cabin at first appears cramped, but you see that it is cunningly outfitted with built-in bunks and storage compartments. A small chart table stands beneath the window with benches on either side.

Down the ladder you find two small cabins and a door leading to the rest of the middle deck. The hold looks large and well designed. You notice large iron rings bolted to the timbers for lashing down cargo.

Back toward the bow you find the sail locker and powder room. Down another ladder, you finally reach the lower hold, checking the bilge you find that there are no signs of any leaks. She seems to be a tight ship.

Then Pete motions you over to the orlop. "She's a fine ship in her own right, but she's got a little something extra." With a wink, Pete gently pushes a cable tier aside and the racking slips to the side to reveal a door in the side of the hull. Turns out that the entire ship is double hulled, with several feet of extra space between them. The secret compartments mark this as a smuggler's craft, and one that was built as such from the keel up.

Elisa Katherine (Smuggler's Flute) (d20™)

Base Cost: 60,000 G

Cost per Additional Level: 7,000 G

Length: 90 ft.

Width: 18 ft.

Draft: 5

Cannon 20: Twelve 6-pounders and two 10-pound bow chasers, plus six boarding cannon

Masts: 3

Oars: 0
Movement Rate: 4
Cargo: 20 tons (5 of which is hidden)
Rudder: 3
Crew: 45
Armor Class: 12
Hull Hardness: 5
Hit Points: 1,782
Starting Feats: Hidden Cargo Space, Masterful Construction

Elisa Katherine (Smuggler's Flute) (7th Sea™)

Brawn (Guns): 2, **Finesse (Crew):** 3, **Resolve (Hits):** 4,
Wits (Maneuver): 4, **Panache (Speed):** 4
Modifications: Smuggling compartments (3)
Flaws: Deep draft (5)
Draft: 5
Crew: 3
Cargo: 4 (1 is hidden)

"Ah, I see you be the adventurous types. Well, I've got a boat for ye. This 'ere caravel we found adrift in La Boca nary a month past. Take a look, I even left the ship's log, can't read myself o' course, but maybe you can tell me what 'appened to 'er crew."

Mother's Blessing (Small Caravel)

The caravel is indeed a vessel outfitted for exploration. Her draft cannot be more than three or four feet fully loaded. However, the sails hanging from the three masts are a mess. Who knows how long she was adrift? You notice a young man is scrubbing something scrawled in red across the ship's name but all you can see are the letters "...rse." Fairweather Pete beckons you to board.

On the quarterdeck you find a binnacle with a fine compass right in front of the long tiller. You head towards the bow and inspect the guns, which appear new, as if they have hardly been fired. The forecastle is small and cramped, a triangular room about ten feet wide and curving in toward the bow. It serves as both sail locker and a place for the sailors to hang their hammocks. A small galley sits to the starboard side.

A ladder leads down to the hold. It has a low ceiling and you have to duck to move around. There are no signs of leakage; in fact, so far the ship looks almost new. A second ladder leads up the main hatchway back on deck. The door to the stern deckhouse beckons and you enter. To the starboard you find the arms locker and powder for the guns. To the port is a small cramped cabin with two bunks along the outer wall, and a table that folds down from the inner wall. This appears to be a cabin for the junior officers of the ship.

To the stern you find the captain's cabin. It is about eight foot wide and as many deep, with several small round windows on the port and starboard walls. You can see where the rudderpost comes through the floor, right through a chart-strewn table, and exits onto the deck above. Two wooden ports in the transom may be opened to let in more light. There is a bunk along the port wall and a sea chest below it. A small closet is in the starboard stern corner and a writing desk beside it. On a shelf above the desk you find a number of books; *A Treatise on Navigation* by His Royal Highness King Leon X, and *The Young Sailor's Sheet Anchor*, and of course a ship's log.

Ship's Log Entry

If my dear mother had her way, I would still be splitting firewood and patching the roof on that run-down ruin she calls a manor house. Nay, if I am to get anywhere in this world it will not be by sitting on a scrap of tapped-out land playing nursemaid to a bitter old woman. The sea is in my soul, as it was in my father's and in his memory I will use his hard-won fortunes to better my own life rather than waiting on her to die.

The curse of a Fate Witch is a hard thing to bear and even more so when the witch is your own mother. I doubt that she will do me real harm, however, as I am her only son and she no longer has the strength of will to hurt me, although she may well seek to teach me a lesson.

I have purchased this fine vessel with the gold hidden in her dower chest. I can only imagine what curses she will spew forth when she finds her money gone, and me as well. With that as the memory of my fine beginning, I thus christen my vessel "Mother's Blessing."

As I set sail this fine summer day, my life is now as open as the unexplored seas...

Mother's Blessing (Small Caravel) (d20™)

Base Cost: 45,000 G
Cost per Additional Level: 5, 500 G
Length: 75 ft
Width: 15 ft
Draft: 1
Cannon: Six (max10) 6-pounders and 4 boarding guns
Masts: 3
Oars: 0
Movement Rate: 5
Cargo: 10 tons
Rudder: 2
Crew: 20
Armor Class: 12
Hull Hardness: 5
Hit Points: 1,875
Starting Feats: Slight Draft, Oars

Mother's Blessing (Small Caravel) (7th Sea™)

Brawn (Guns): 1, **Finesse (Crew):** 2, **Resolve (Hits):** 2, **Wits (Maneuver):** 5, **Panache (Speed):** 5
Modifications: Shallow Draft (5), Oars (1)
Flaws: Unlucky (3), Tattered Sails (2)
Draft: 2
Crew: 2
Cargo: 3
"Perhaps ye might like sumthin' a tad bigger. I purchased this lovely prize ship at auction last week. Seems the pirate, ahem, I mean privateer crew ran into a bit o' bad luck and tangled with a squadron o' corvettes."

Fortune's Shadow (Brig)

This ship looks like it belongs in the Straits of Blood. Unlike the previous ships, this one is filthy, and its maintenance has been severely neglected, but it's nothing that a good crew could not take care of with a month of hard work. At least the sails and mast look to be in good shape.

At the bow you find two 10-pound chasers. You check the cat head and find that it has been reinforced for ramming, and from the scratches in the paint it has been used for just that in the not too distant past. The figurehead is covered in a worn black cloak with a bony hand outstretched pointing ahead. As you pull back the cloak's hood you find that the figurehead was once a shapely woman, but her head has been cut off and a skull has been roughly pegged in its place.

Back towards the stern, it is three short steps up onto the quarterdeck, where you find the long tiller sandwiched between another two 10-pound chasers. There you also find a binnacle with compass that was obviously taken from another ship. You go back to the main deck and then you duck into the stern cabin. Four steps down and you find a small cabin for the officers, with bunks built into one wall, and an arms locker in the other. A door leads to the captain's cabin.

The captain's cabin is ten foot wide by twelve deep, with two large glass windows in the transom that give it plenty of light. A lantern hangs from a beam in the center of the room, directly over a large chipped table. On the beam are carved the words "Fortune is the Prize of Victory, Its Shadow the Price of Failure." The floor around the table appears to be bloodstained but Pete ignores it; if you point it out, he acts completely surprised.

You see cabinets along one wall and a bunk and writing desk on the other. Something catches your eye under the table — a concealed hatchway leading down into the hold. You find a small compartment containing liquor casks with a small door leading to the main hold, which is barred, from this side.

The powder room is next, and you step gingerly through to the next door. There is a ladder back to the main deck just outside the powder room door. The main hold has ten feet of headroom and is stacked with the odds and ends of provisions. You see a rat scuttle out from under a grain sack. The cable tier is amid ship but still part of the open hold. Just after the foremast is a galley where you see bunks along the sides of the hull from here forward, but they seem to be used for storage. It appears that the previous crew preferred hammocks. In the bow you find spare sails hanging in bags.

Exiting the hold you drink in the fresh air and admire the rows of guns. She may be a filthy, rat-infested run-down lady, but she has potential and a lot of guns for her size.

Fortune's Shadow (Brig) (420")

Base Cost: 50,000 G

Cost per Additional Level: 6,000 G

Length: 80 ft.

Width: 25 ft.

Draft: 3

Cannon: 24 (max 30): twenty 6-pounders, four 10-pounders (2 forward and 2 stern chasers), and six boarding guns

Masts: 2

Oars: 0

Movement Rate: 5

Cargo: 15 tons

Rudder: 3

Crew: 60

Armor Class: 13

Hull Hardness: 5

Hit Points: 2,400

Starting Feats: Prow Ram, Masterful Construction (2×)

Fortune's Shadow (Brig) (7th Sea™)

Brawn (Guns): 3, **Finesse (Crew):** 3, **Resolve (Hits):** 3+1,

Wits (Maneuver): 5, **Panache (Speed):** 5

Modifications: Prow Ram (1), Sturdy Hull (2)

Flaws: Vermin (3)

Draft: 3

Crew: 50

Cargo: 3

"All right, so that one was a little used. I got this beauty, and a fast one, fresh 'n new from the shipyard she is. Seems some noble couldn't pay off to 'ave 'er completed. I've 'ad me lads doin' just that, waitin' for some likely customer to get me money out o' her."

Wind Dancer (Schooner)

A more beautiful schooner you've never seen — the paint on this craft is new and her brass is so shiny it hurts your eyes. Just looking at her hull you can't help but figure she's a fast ship. The main deckhouse, about 20 feet long and only about 2 foot high, sits directly amidships with round brass and glass portholes that look like they actually open. However, it's the stern deckhouse that catches your eye.

While the deckhouse itself is only 10 ft. by 8 ft. by 2 ft. high, it has a very large circular leaded glass window on the roof. The ship's wheel stands several feet behind the deckhouse and no expense was spared on the navigational equipment. You also notice a well-crafted jolly boat hanging from the stern. A hatchway and ladder leads down into the lord's cabin. Instead of a bunk there appears to be a real bed. While it still has the sides of a sailor's bunk, it is three times as wide.

There is a desk built into one wall and a large chart table that slides out over the bed. There are several large closets on both walls, one of which has a lock and appears to be intended as the arms locker. All the furnishings and cabinetry are finely crafted. A door leads toward the bow and the main cabin. A small low hallway connects the lord's cabin and the main cabin. There are two small cabins on either side of the hallway either for special passengers or for the ship's officers. Passing a ladder that runs up to the deck, you enter the main cabin which runs for about thirty feet and looks to be the living space for the crew as there are triple bunks for the sailors built into both walls.

A well-constructed galley sits at the far end, and you get the impression that it was designed for serving more than just salt beef and hard tack. There are folded down tables alongside sea chests to be used as benches.

Removable sections on the deck allow for extra storage space. A doorway leads to the forward cabin. Upon entering you realize that the noble who owed the vessel must have run out of money before this room was completed. A small skylight provides the light for this room, but after that the luxury ends. Pete's "lads" have done an admirable job converting a closet into a small cable tier and another closet into racks for the sails, but otherwise it is virtually empty.

Back on deck you admire the new guns. The carronades are not just well made but finely decorated. Looking aloft you realize to your dismay that Pete must have also picked the sails when he was finishing the ship. While you would probably not mind a little color, the garish clashing sails give what otherwise would be a beautiful ship a gaudy appearance.

Wind Dancer (Schooner) (d20™)

Base Cost: 45,000 G
Cost per Additional Level: 4,500 G
Length: 78 ft.
Width: 21 ft.
Draft: 3
Cannon 5: One 9-pounder chaser and four 6-pound carronades (treat as 6-pound cannon with half range) and five boarding guns. (Max. 10 guns, 9 of which may be no larger than 6-pound carronades)
Masts: 2
Oars: 0
Movement Rate: 8
Cargo: 5 tons
Rudder: 3
Crew: 18
Armor Class: 13
Hull Hardness: 5
Hit Points: 1,966
Starting Feats: Extended Keel, Masterful Construction (2×)

Wind Dancer (Schooner) (7th Sea™)

Brawn (Guns): 1, **Finesse (Crew):** 1, **Resolve (Hits):** 2+1,
Wits (Maneuver): 2, **Panache (Speed):** 8
Modifications: Sturdy Hull (2), Narrow Hull (4)
Flaws: Awkward Cargo Space (4), Gaudy (3)
Draft: 3
Crew: 15
Cargo: 1

"Perhaps she's a little shiny for ye, eh? Oh, you want to know 'bout the galleon. Please, good sirs, keep an open mind, she may be old, but she's a fine ship. Was a prize from the Castillian Armada she was, a Ship of the Line."

Sum of Honor (Galleon)

A beautiful tall ship, she sits at anchor a hundred yards off the pier. Pete rows you out in a dinghy so that you can appreciate her craftsmanship even more the closer you get. As you pass around the stern, you see two balconies jutting off the transom, upper and lower stern galleries. The lower gallery wraps around the sides, and tall, carved pillars connect the lower gallery to the upper. A gilded plaque on the railing reads Sum of Honor. Highly decorated, the ship follows an architectural style more popular a hundred years ago, and you guess that she came originally from a Montaigne shipyard.

Pete ties up along side, and as you climb aboard, you notice decorative arches outlining coats of arms along the sides of the upper deck. Pete looks a bit nervous as he describes her for you. "This 'eres the weather deck, 'n there's a main, middle, and lower deck below."

In the middle of his discourse, a beautiful lady appears at his side. "Good evening gentlemen, have you come to inspect my ship?"

Pete bows and backs away down the ladder. "I'll se ye folks on the pier."

The lady motions you forward towards the forecastle, as she details the armaments. "She has 64 guns, 20-pounders on the main deck below, 12-pounders here on the weather deck, and 10-pounders on the fore and quarter decks."

The forecastle is large and the eight guns, two of which face forward, have plenty of room around them to work the guns. Two doors lead forward to the beak head. You notice that the deck is large and you can imagine dozens of sailors waiting here for the ship to ram an opponent and pour over the sides.

The lady looks at you and smiles. Back on the weather deck she leads you down a hatchway. Toward the bow you can see two large 20-pound cannon pointing forward, and the anchor cable wrapped around a capstan, with the excess cable drops through an opening in the floor towards the orlop.

The main deck is lined with cannon. Near the stern you see a tiller connected to a lever called a whip staff. This ship predates the invention of a ship's wheel and the whip staff must run to one of the decks above. Just fore of where the mizzen-mast pierces the deck a set of steep stairs run up and down.

At the bottom of the stairs you get a good view of the middle deck. There is a cabin to the stern that could be the gunroom, but is the berth of the master gunner and the midshipmen. Just to the fore of the stair is the sail locker, that contains piles of canvas neatly folded and the powder room off to one side.

As the mysterious lady leads you forward, you pass a hole in the deck and get a view of the hold below. Amidships another set of steep stairs leads to the hold. As you look around you can see a brick furnace and cauldron, the galley. A series of grates allows the smoke to rise to the decks above, and cargo to be loaded below. The hold is sectioned off into different areas, a good idea it seems since you detect some water in the bilge, which is not surprising in a ship this age.

Back to the middle deck and forward to the cable tier you see a recessed section of deck and piles of coiled rope, again you are reminded that the racks of the modern cable tier are a relatively recent innovation. The quarter deckhouse is lined with cannon, and you notice the whip staff emerging from the floor just stern of the mizzen mast, so the helmsman is steering blind and must rely on direction from spotters. This has always been somewhat the case aboard large vessels because of the masts and forecastle, but you gain a new appreciation for the modern ship's wheel.

Continuing aft through an arched doorway the lady points out the mate's cabin to the port and the arms locker to the starboard. The cabin seems a bit crowded due to the 12-pound gun in it and the arms locker since it also contains racks of cutlasses, axes, muskets and other weapons. A beautifully carved door leads to the Great Cabin lit by windows of ornately cut glass. The cabin is somehow not dwarfed by the two 12-pound stern chasers that are lashed to the deck. The table between them looks like it could seat eight comfortably, but can be easily move out of the way to work the guns. Beautifully crafted cabinets and a built in desk line the walls. A large built-in bunk with embroidered draperies will keep the captain quite warm.

There are two doors to the stern galleries, where the guns are run out. The mysterious lady leads you back to the main deck and up a steep stairway to the quarterdeck. Once on deck you realize that there is a lower poop deck aft of the mizzen and an upper poop deck aft of the Bonaventure mizzen, where you see the 10-pound cannons. Inside the deckhouse you see that it is partitioned off into two rooms. The forward room has two cannon in it as well as bunks built into the stern wall. A ladder leads up and a door leads aft to the navigators room.

In the navigator's room you see a desk with chart-filled pigeonholes built into the starboard wall. Two bunks and a closet are built into the port wall. A chart table sits in the middle of the room in front of the low door to the upper gallery. The lady ushers you out to the gallery where you admire the craftsmanship in greater detail.

She explains, "The upper cabin is for passengers and I'm afraid we do not have time to visit that section." She points to the setting sun "It grows late. It is time for you to go." She gestures to a ladder hanging over the side of the gallery, and you see a small boat below.

"It was a pleasure to meet you and it would be good to sail with you. Please come back again." As you sail away, you see a pleading look on her beautiful face and then she vanishes into the growing darkness...

Sum of Honor (Galleon) (d20")

Base Cost: 105,000 G
Cost per Additional Level: 10,500 G
Length: 175 ft.
Width: 45 ft.
Draft: 5
Cannon: 64 (max. 80): twenty-eight 20-pounders (two bow and two stern chasers), twenty-eight 12-pounders (two bow and two stern chasers), and ten 10-pounders
Masts: 4
Oars: 0
Movement Rate: 3
Cargo: 25 tons
Rudder: 2
Crew: 150
Armor Class: 12
Hull Hardness: 7
Hit Points: 11,025
Starting Feats: Prow Ram, Masterful Construction (4x)

Sum of Honor (Galleon) (7th Sea™)

Brawn (Guns): 6, **Finesse (Crew):** 8, **Resolve (Hits):** 8+1, **Wits (Maneuver):** 4, **Panache (Speed):** 4
Modifications: Decoration (3), Sturdy Hull (2), Friendly Spirit (5), Prow Ram (1)
Flaws: Old (1), Leaky Hull (2)
Draft: 4
Crew: 5
Cargo: 5

The Crew

Obviously they don't take care of you on that sorry excuse for a ship. You need to join up with a real crew.

—The Kire

The life of a sailor is hardly as romantic as the songs would have you believe. Most ships return with many lost shipmates, lost to disease, violence, storms, starvation, thirst, accidents, or worse. A sailor works a 12-hour shift, sleeps maybe four hours if at all, and then returns to his post. While on board, he must work in rigging as high as 50 feet above the deck, often in high winds and pounding rain. Water goes bad, food rots, vermin abound and officers are harsh. If his shipmates don't kill him, his enemies will certainly try. And all of this before he goes ashore, where further temptations and

dangers wait. Would he trade all this for a quiet life in the country? Not on your life!

The Captain

Although his role differs depending on the type of ship, the captain is the person in charge. On naval ships, he has complete authority over the crew to insure that assignments are completed according to orders. On pirate ships, the captain's authority varies according to the ship's charter. The captain may not be the best practical sailor onboard but usually (hopefully) he has the best command skills. Depending on the size of the ship, he has officers under him. On naval ships, these are the lieutenants. (**Note:** In the world of 7th Sea™, both men and women can be captains.)

Lieutenant

The ship's lieutenant(s) serves as second in command. He stands ready at all time to relay the captain's orders and insure that those under his direction perform their duties quickly and efficiently. The number of lieutenants onboard depends on the size of the ship. The captain relies on his lieutenants to keep order and watch for signs of mutiny (which, on rare occasions, is not unlike asking the wolf to guard the sheep.)

Ship's Master

Although the Ship's Master is the liaison between command (captain and lieutenants) and crew, his main duty is to insure that everything runs smoothly from the helm to the galley. The following positions report directly to him:

Master's Mate: The Master's Mate is the Ship Maser's designated successor, trained to assume his position when the situation warrants.

Quartermaster: The Quartermaster is directly responsible for overseeing the ship's motion, including sails, helm, and oars.

Helmsman: In addition to steering the ship, the Helmsman is also the officer in charge of the watch.

Purser: Charged with the responsibility for overseeing the ship's finances, the Purser oversees the loading, storage, and unloading of the cargo and supplies. He must also keep an eye on valuables including coin and jewels.

Steward: The Steward serves as the Purser's assistant.

Cook: As his name implies, the Cook is the master of the galley, in charge of feeding the crew and keeping a close eye on the supplies. He must be especially vigilant against spoilage, vermin, and theft.

Boatswain

This position, sometimes called "bosun" or "boson," could be equated to a sergeant. The chain of command goes from Captain to Lieutenant to Ship's Master to Boatswain who then organizes the team to carry out the order. He is, in essence, the highest-ranking non-officer. He is also in charge of administering discipline, which may involve the use of the dreaded cat o' nine tails. Those who serve under him include:

Boatswain's Mate: As the name implies, the Boatswain's Mates, equipped with tin whistles, serve as the Boatswain's assistants.

Sailmaker: An important — and in some cases, crucial — member of the crew, the Sailmaker is responsible for maintenance of the sails, which includes repairs or replacement.

Master of the Tops: This fearless fellow is in charge of setting the sails and working the rigging, which often requires him to climb the masts and perch in precarious positions high above the deck and the sea. The Master of the Tops has usually worked his way up, quite literally, from the corps of topsmen who work under his command.

Master of the Forecastle: The Master of the Forecastle is in charge of the “fore” or front of the ship. He is responsible for overseeing mooring, lowering and weighing anchor, and sounding the depths. This is an extremely crucial position when the ship travels through shallow water.

Master-at-Arms: The Master-at-Arms is in charge of all “small” weapons, including muskets and pistols, and holds the key to the arms locker.

Gunsmith: Serving under the Master-at-Arms, the gunsmith maintains and repairs the ship's small arms.

Carpenter: The Ship's Carpenter is the jack-of-all-trades, responsible for repair, maintenance, and modifications to any of the ship's wooden parts, from furniture in the Captain's quarters to the main mast. He usually oversees a carpenter's mate and a cooper (barrel-maker).

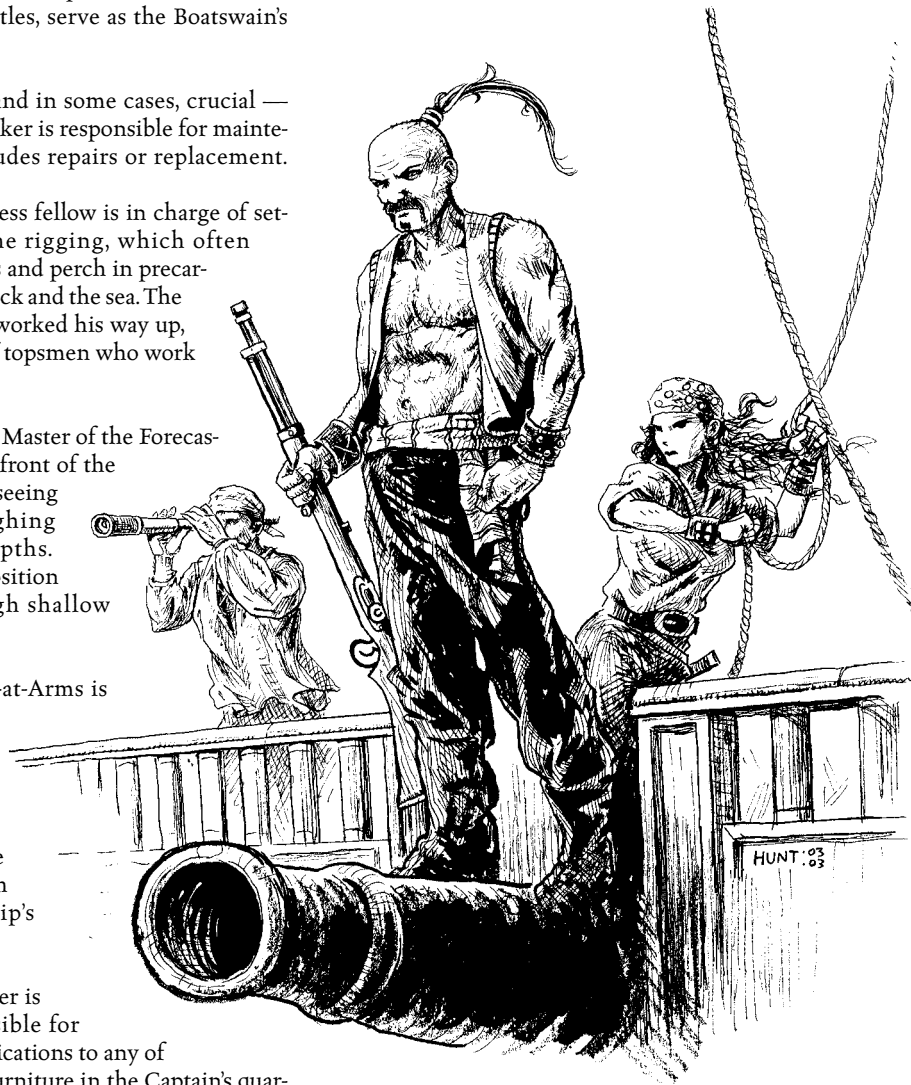
Master Gunner

During combat, the Master Gunner becomes one of the most important people aboard ship. He must maintain the ship's cannons, and insure that they are in perfect working order at all times. He must be able to calculate ordnance trajectory without hesitation. He keeps the only key to the Powder Room securely on his person at all times.

Gunner's Mate: The Gunner's Mate answers directly to the Master Gunner. Sometimes called a “powder monkey,” he is basically an apprentice, learning all that he can in hopes of becoming a Master Gunner himself.

Ship's Surgeon

Life at sea is hard. In addition to the obvious danger during combat, there are other risks, like scurvy, dysentery, heat and sunstroke, and seasickness that require treatment. The surgeon's knowledge of herbs and medicines is often as important as his ability to cut off damaged limbs and stitch up gaping wounds.



Surgeon's Mate: As his title implies, the Surgeon's Mate assists the Ship's Surgeons during operations.

Loblolly Boy: The Loblolly Boy is both an errand-runner and a nurse, reporting changes in patients' conditions, changing bandages and bedpans, and cleaning up after operations.

Midshipmen

Midshipmen are officers-in-training who learn about the different command positions by doing the equivalent of a “residency” under each officer.

Master Mariner

Seasoned non-specialists who can step into almost any position onboard ship at a moment's notice, except perhaps Surgeon or Cook, and provide additional assistance for the Boatswain. Unlike Midshipmen, Master Mariners are usually career sailors who come from the lower classes.

Able Seaman

A standard sailor who has been on at least one or two voyages and has served sufficiently well to be recognized for his abilities or actions.

Ordinary Seaman

A sailor who has no particular specialty except to perform duties as required.

Cabin Boy

This is usually a lad, often as young as 10 or 11, who acts as the Captain's valet/manservant, keeping his quarters neat and organized and performing tasks as requested.

Precious Cargo: Passengers

There are all sorts of cargo, some of it in crates and boxes, and some of it very much alive. No matter how dangerous it may be, all of it is precious.

(**Note to the GM:** select an appropriate chart and roll 1d10 for an NPC to make the players' lives more interesting. If either chart is appropriate and you cannot decide, roll a d20.)

TABLE 1-1: DRAMATIC PASSENGERS

d10 or d20	Character
1	The Trojan Filly
2	The Thieving Rogue
3	The Masked Avenger
4	The Treacherous Spy
5	The Fugitive Lovers
6	The Kidnapper
7	The Haughty Noble
8	The Assassin
9	The Charming Scoundrel
10	The Saboteur

Dramatic Passengers

1. **The Trojan Filly:** desperate woman rushes to board the ship at the very last second, her beautiful face tear-stained and innocently sincere. A gang of thugs means to drag her into the shadows. Any player who does not leap to her rescue is not worthy to call himself a hero!

Of course she is not what she seems. Did you really think it would be that easy?

Sample Character: Rosella Vestini

The good news is that she too is a hero. She really does need help and she is in a terrible rush. The bad news is the reason for both — Villanova himself is interested in her. In fact, she was herded onto the ship. (Several of his Lord's Hands are already aboard...)

Rosella is also rather ruthless for a hero. (She is actually a member of Sophia's Daughter, so those thugs were no real threat, although she may not share that information with you.) She plays the damsel in distress solely for its effectiveness, and she needs results *now*. She will use money, potions, or blades with equal speed if necessary, although she is considerably more willing to abandon mercenaries than true heroes.

2. **The Thieving Rogue:** Players unfortunate enough to run into this devious character probably will not have to worry about a dagger in the night. The thieving scoundrel is a liar

and a coward, and is not likely to risk antagonizing an entire group of dangerous wanderers alone. Instead, the rogue will befriend them in hopes of using them against his victims' angry allies, and possibly being above suspicion by association if any of their own valuables go missing.

Sample Character: Devon Goodwin

A scheming, treacherous, backs-tapping digger and smuggler who appears to be a laconic,

nondescript Avalon merchant, Devon lives a wanderer's life for the anonymity it affords. His current cargo is a brilliant Domae Stone dotted with red-brown flecks, left by the unfortunate Explorer from whom he "acquired" it. Devon seems like a straightforward color character until a group of disguised Explorers come hunting for him. He will then turn player against player without a second thought.

3. **The Masked Avenger:** Mysterious vigilantes are a staple of the swashbuckling genre, and appear with any number of excuses to travel around the world. Protecting the innocent, tracking spies and assassins, carrying vital messages, and rescuing distressed allies are just a few reasons such characters might share a ship with the players.

Sample Character: Don Baltasar Rivera de Aldana

Old Master Baltasar is a charming gentleman with a wink for the *damas*, a drink for the *caballeros*, and sweets for the *niños*. A retired Swordsman, he loves telling improbable stories about his reckless youth. Sadly, he says, he is hardly a match for modern duelists, given the deplorable manner in which his skills have deteriorated. O woe is he!

Ha! Don't believe a word of it! Don Baltasar is a Grand Master of the Aldana and Torres Schools, and one of Los Vagos' greatest heroes. The old Master has fought for Castille too long to allow some mad Cardinal destroy it and if a few gray whiskers lull young fools into complacency, so much the better. For now, he is hunting "assassins" as he calls Knight Inquisitors and their minions). Before the trip is done, the players might come face to face with El Vago himself! (For more information, see *Castille™* and *Los Vagos™*.)

4. **The Treacherous Spy:** Secrets are everywhere in swashbuckling adventures. Nobles strive to undermine one another, priests scheme against rival sects and governments, wealthy patrons seek to increase their fortunes, and cunning idealists plot to destroy them all. Agents of these many forces try to keep their employers' secrets while ferreting out those of their rivals. Heroes unfortunate enough to become embroiled in this world of treachery will be doing well to escape with their lives and reputations intact.

Sample Character: Otto Gehring

If the players even notice Gehring, they're doing well. This wiry Eisen is one of Heilgrund's most loyal and competent Ghosts (the Iron Guards of that province. For more information, see *Eisen™*). If the heroes have any unusual artifacts, Otto is interested in them. If they're involved in any sort of intrigue, the Ghost will look into that as well.

Otherwise, there are plenty of other potential victims for Heilgrund's megalomania. A well-armed master spy could easily target anyone on this list.

5. **The Fugitive Lovers:** As Avalon's great bard Peerson wrote, "The star of true love is ever fixed, but its tempestuous seas ne'er run calm." Soul mates in need can embroil the players in any sort of peril from treasure hunts to revolutionary conspiracies, all out of a sincere desire to live happily ever after together. GMs may find the imperiled lovers especially useful for dropping the players into bewildering circumstances.

Sample Characters: Magdalena de Barcina and Gaston Sices du Sices

A Montaigne nobleman and a Castillian barmaid? Ah, young love! He was willing to run off with her when *L'Empereur* was the center of the world, so how can she leave him now? He protects her from his vengeful family, and she hides him from the Revolution's Porté-hunters. Whichever side is chasing them now, they are in desperate need of friends and heroes.

Naturally, that's doubly true if both sides are after them...

6. **The Kidnapper:** For some villains, death is too good for their enemies. For others, it is useful to appear to dispose of their enemies legally, even if the trial is a sham. There are also more traditional reasons for abduction: hostage, ransom, and slavery. Most of them are abhorrent, and any true hero should enjoy soundly thrashing such a villain.

Sample character: Citizen Dominique du Charouse

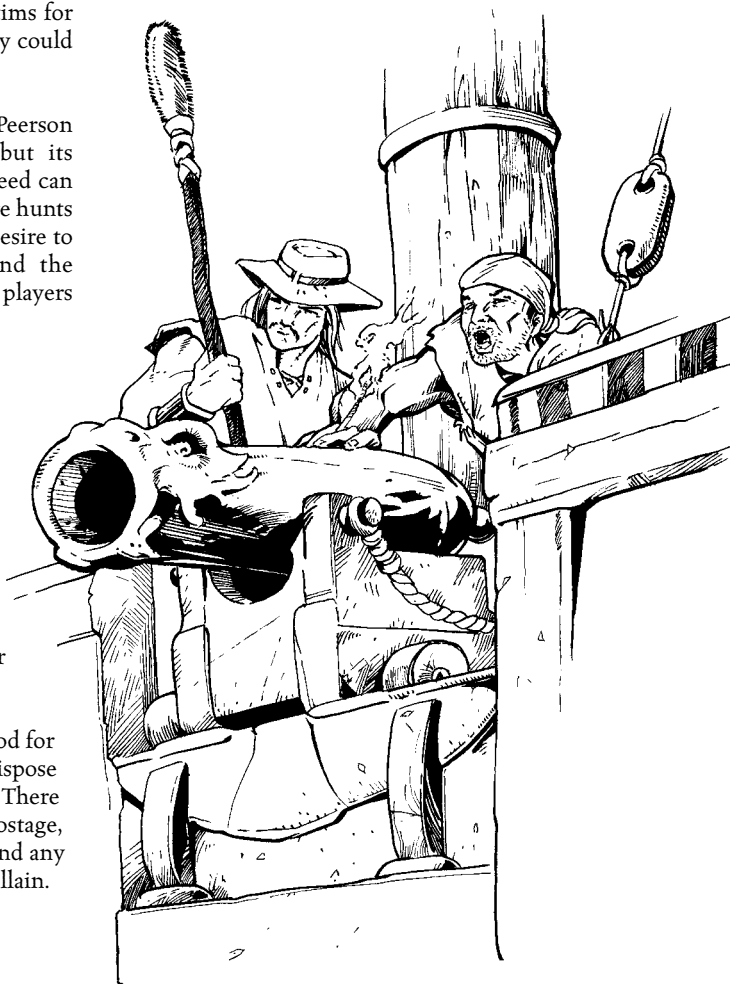
Agent of the Committee of National Welfare, power-hungry schemer, and deadly sadist, Dominique wears the mask of devoted public servant while plotting her "inevitable" rise through post-Revolutionary Montaigne politics. Any connections to Montaigne nobility will draw Dominique to the heroes like a siren to blood. Even without those connections, she can still cause trouble, especially with other passengers, through mistaken identity or the classic route of seducing someone to the side of villainy. Dominique is particularly dangerous if Magdalena and Gaston are on board (*see above*).

7. **The Haughty Noble:** What is there to say about such characters? They are arrogant. They are rich. They can make the players miserable, but at least the money is s good. One question remains, though — is the money worth the trouble?

Sample Character: Nadia Markova

Tall, imperious, and demanding, Nadia Markova is Ussuran nobility from her bright green eyes to the rich leather boots on her aristocratic. Her tongue is sharp and her tone is implacable. She pays well for the privilege, however, and she will cover the cost of most voyages all by herself, assuming the party can stand her for that long.

Nadia is not really hiding anything in particular, but she feels strongly that her affairs are her own business. If the



party is headed for civilization, she is an ambassador; otherwise, Matushka has asked her to retrieve something *important*. Of course, once the Knias of Rurik's Pyeryem-gifted trackers hunt this rogue sorceress down, Nadia is much more likely to be both friendly and straightforward with her defenders.

8. **The Assassin:** Alas, some enmities can only end in death. While other *agents provocateurs* may have more subtle or intricate plans, an assassin has only one purpose — murder for hire. Sometimes, such a killer may serve a noble cause, but taking final justice into his own hands taints him nonetheless. The best of their kind, most are villains of the most dangerous sort, are ready and willing to eliminate any obstacle.

Sample Character: Monsignor Christina Aldana de Ramirez

Among Théah's killers, those whom the Inquisition employs are among the most loyal — and the most ruthless. Christina is a soft-spoken Vaticine Monsignor who serves the spiritual needs of any who request her, and always gives last rites to her victims. She is also fanatically devoted to Cardinal Verdugo, though only her victims ever see beyond the placid mask to the murderous drive within her dark eyes.



9. **The Charming Scoundrel:** Danger takes many forms. This silver-tongued devil may not seem threatening, and indeed usually means well. The clever rascal simply wants a free ride, and there are usually no limits as to what they will do to get one. These masters of mischief can infuriate villains, humorless heroes, and everyone in between within a single escapade.

Sample Character: Bayana Fatima al'Alexia

Ignore the title — Fatima is no lady. She may be beautiful, charming, and witty, but her biting wit, rash nature, and complete disregard for laws and noble blood get her in trouble with amazing regularity. Her nagging conscience does not help matters, as it only makes her more likely to anger someone powerful. Fortunately for Fatima, she has a knack for finding allies of her own like the players, for example.

10. **The Saboteur:** Of all the troublemakers who can disrupt shipboard life, the saboteur is the most hated and feared. Whether this menace is trying to incite a mutiny or committing unsolicited suicide for the group by crippling the ship itself, no human threat to ship and crew is more dangerous than the one who is willing to risk lives to achieve a goal.

Sample Character: Erling Carlsen

Erling Carlsen hardly fits the Vendel stereotype at first glance. He is not interested in wealth or concerned with the latest fashions (or any fashions, for that matter) and he seems to lack drive. Not that Carlsen is lazy, but he just does not exhibit that “extra effort” for which Vendel are so well known.

Carlsen is quite driven, however. He is one of the more talented Rilasciare agitators, having engineered three successful mutinies. He enjoys liberating common sailors from their oppressive masters and he intends to make this voyage his next great success.

Exotic Passengers

TABLE 1–2: EXOTIC PASSENGERS

d10 or d20	Character
1 (11)	The Fallen Sidhe
2 (12)	The Mad Scholar
3 (13)	The Exotic Foreigner
4 (14)	The Eisen Knight
5 (15)	The Geomancer
6 (16)	The Versatile Mage
7 (17)	The Master Sorcerer
8 (18)	The Legion Worshipper
9 (19)	The Healing Shaman
10 (20)	The Heat-Seeker

1. **The Fallen Sidhe:** One of the worst crimes among the Sidhe is to display evidence of anything resembling human emotion. Those Sidhe who acquire true feelings, whether by accident or design, are exiled from the faerie realm lest they “infect” the others. These Sidhe are still innately magical and long-lived, however. Thanks to their newly acquired gift of feelings, they are prone to becoming embroiled in the great drama and petty melodrama of human history as any naturally born human.

Sample Character: Gwydion ap Rhys

Gwydion is a recent exile from the Glamour Isles. Confused and adrift in a mortal world, his passions lean heavily toward the heroic. Alas for poor Gwydion, his method of dealing with villains tends toward openly challenging them to duels, regardless of their skill. Naturally, he is also charming, chivalrous, and devastatingly handsome. Assisting this romantic figure will be a delightful chore for some and an infuriating one for others.

2. **The Mad Scholar:** Whether or not one agrees about the existence of some things that Man Was Not Meant To Know, there should be no argument about the existence of knowledge that humanity is not quite ready to absorb. This lovely Crescent scholar has delved a bit too deeply into such things, and been... altered. Although she appears charming, extremely erudite and perfectly normal, it is a ruse. Madness bubbles wildly in what remains of her mind.

Sample Character: Ishana bint Talayeh

Beautiful, mysterious and withdrawn, Ishana bint Talayeh, who hails from the *Jadur-rihad* or Fire Dragon tribe of the Crescent Empire, is in fact the daughter of a Crescent father and a Cathayan mother. She does the best she can to keep to herself as she travels among the barbarians of western Théah, but she knows that she is the object of great fascination. So far, however, no one who has seen her Syneth eye or hand has lived to talk. Soon, she will be free of flesh entirely and become one with the aether-breathers. Then she can be done with these uncultured boors once and for all!

3. **The Exotic Foreigner:** A traveler from unknown lands can appear to be just as fantastic to swashbucklers as mighty sorcerers or exquisite faeries. Wanderers from distant islands, emissaries from remote empires, and explorers from the far side of the world could easily sweep the party into intrigues and wonders unlike any they have seen before.

Sample Character: Caguan “du Tara”

One Explorer ship that visited the Midnight Archipelago left Sange Tara with an extra crewmember: a strange fellow named Caguan, who claims to be something of a wise man among his people. He wanders Théah, passionately eager to learn everything he can about these wondrous strangers. The Taran happily debates theories about Sange Tara with anyone who will listen (including the party), although he says that some people are troubled or confused by his ideas about Theus.

Unfortunately, dark creatures may have followed Caguan from Sange Tara, and it appears that the Inquisition is less than pleased about a talkative “heathen” who questions Theus...

4. **The Eisen Knight:** One of the great wonders of the Théah is *dracheneisen*, the amazing metal that can turn aside halberds and blunt even the blast of a musket. Not all who wear the pride of Eisen nobility are worthy of it, however. (Note: replace The Eisen Knight with a Fallen Paladin in non-Théan campaigns.)

Sample Character: Eva Hartmann

This dangerous blade-for-hire has supposedly abandoned Eisen tradition for a mercenary's life, although she is not particularly forthcoming concerning her reasons. For the right price, she will use her incredible strength, enormous broadsword, panzerhand, and considerable armor (covering over half her body) for any cause. In spite of Fraulein Hartmann's insistence that she buried her emotions in Wische, when she drinks her conscience starts to bubble to the surface and alters her normally stoic demeanor. Perhaps she has dark secrets or maybe she is just a mean drunk; in any event, when the wine starts to flow, wise people avoid her. Currently, Eva is working for a villain and trying not to care. If the party gets involved with her, it could be a very rough voyage...

5. **The Geomancer:** The art of arranging one's environment to be in tune with nature is a uniquely Cathayan concept and a concept that many western Théans would probably regard with great skepticism. There is, however, something oddly pleasing about the way in which the elderly man onboard has arranged his cabin and the crew seems to be working more efficiently after he paid a visit to their quarters. The food certainly tastes better since he spent an afternoon in the Galley. Maybe there's something to this “fong shway” business after all?

Sample Character: Gao Ji Hui

The elderly Cathayan gentleman looks as frail as rice paper. However, the more you watch him, the more you realize that he has the agility and energy of a much younger man. When you ask, he explains that it not magic at all, but a lifelong study and practice of the ancient art of *feng shui*, in which one strives to have all things — including oneself — in harmony with nature. He may even tell you about the forces present at your birth and how they affect the course of your life...

6. **The Versatile Mage:** Some spellcasters favor flexibility over power; others are born to such talent. Regardless of the source, such versatility in magic is a rare and potent mix in a swashbuckling world, and mages with such gifts are valuable to many people, noble and treacherous alike.

Sample Character: Dyrfinna O'Brien

Dyrfinna was born to a powerful Inish lord and a wild Vestenmannavnjar *skjæven*. Their passionate, volatile marriage is legendary even by Inish standards, and as a result Dyrfinna has never lacked for audacity. Neither has she lacked for magical talent, thanks to her father's great gifts in Glamour. Directing the winds always pays her fare

and allows her to seek adventure with ease. She has found enough of it that several villains would pay handsomely for her trussed-up body — or in some cases, just her skin.

7. **The Master Sorcerer:** Dangerous and powerful, this skilled sorcerer has spent a lifetime mastering a single talent. Now, with enemies behind and opportunity ahead, she has begun her grand plan to achieve a glorious goal. Paradise help the Heroes who cross the master's path.

Sample Character: Émilie Bisset du Paix

Tear-stained Émilie tells a sad story of heroism and exile, in which she was rescued from the very edge of *Le Coiffeur* by a dashing masked man in black. Now she searches the world for him, to thank him in person for saving her life. And, she confesses, she thinks she may have fallen in love with him as well. She is, of course, lying through her teeth.

La Marquise du Paix was actually a vicious tyrant who flaunted her vast expertise in Porté over noble and commoner alike, and easily escaped the Revolution. Now she seeks a trusting group of heroes to help reclaim her lands. She will use her powerful magic freely against anyone who stands in her way.

8. **The Legion Worshiper:** What kind of insane idiocy does it take to devote one's life to evil itself? Those who serve the Abyss spend their lives tormented and hunted, knowing that their souls are bound to horrible suffering in death. For some, the hatred is enough. If misery truly loves company, then Legion-worshippers want all the company they can get!

Sample Character: Yevgeny Gorshakov

Matushka cares for her people. It is the foundation of Ussuran belief, and indeed of life itself. However harsh the times, if you work hard and remain humble, the land will provide. Sadly, Yevgeny's farmer parents starved to death.

Even Ussura is not immune from this kind of tragedy, but Yevgeny Gorshakov does not care about anyone else's problems. He will gladly scream for all eternity if he can hear Matushka screaming along with him. For now, he serves the Knias of Rurik, enjoying the process of "collecting" subjects for experimentation.

9. **The Healing Shaman:** Not all magic in the world comes from Bargains, dark or otherwise. Some learn to master the power within themselves. Although most who strive for this kind of wisdom are inclined to use their powers for the greater good, there are always exceptions. Often misunderstood, shaman find the simple life on the waves very appealing.

Sample Character: Thora Haug

Thora is a simple woman, pretty but not beautiful, smart but not brilliant. Instead, she has a serenity that most of her fellow Vendel lack, and wisdom that has complete strangers asking her for advice after knowing her for five minutes. She also has an ability that is supposed to be impossible for the greedy Vendel — the traditional sympathetic healing power of the Vestenmannavnjar. Rich Vendel would pay small fortunes to have her as a "guest," while some radical Vesten consider her very existence to be an affront to the Old Ways. All Thora wants is peace to do her work, and an apprentice to whom she can teach her gift.

10. **The Heat-Seeker:** Some things that board ship in a world of swashbuckling and magic only look human. Perhaps they were warm flesh at one time but now they are cursed, doomed to be a blight on the living until they are destroyed. Some long for the end, some revel in the power of the damned, and some just want to get warm...

Sample Character: Bjarni Hryggr

Hryggr travels from ship to ship, sometimes paying for first-class accommodations and sometimes working for his fare. He tries to keep to himself, but fate always entangles him with some fool. Sometimes, he's lucky, and it's a villainous fool. Other times, he weeps for a kind fool. Kind or cruel, they are always found after the ship docks, their bodies frozen solid. Hryggr is always cold, you see, and craves the warmth that can only be obtained from those among whom he used to walk.

CHAPTER TWO: *The Shore*

"We need money for supplies. Tell them it's a priceless Syrneth artifact and don't settle for less than 1,000 Guilders!"

—Guy McCormick

Trade Routes

If swashbuckling adventure and intricate politics are the heart of life in Théah, trade is its blood. Whether it is the raising of Cabora in the Mirror Sea, riding out a fierce storm in the Trade Sea, or sailing west beyond the Frothing Sea, Théah is defined as much by action on the water as the land. Seafaring commerce is a major activity for almost all the nations, so knowledge of the world's watery highways is crucial for success — and survival.

Northern: Avalon, Montaigne, Eisen, Ussura and Vendel

Vendel merchants and Guild transportation dominate the northern trade route. Almost three-quarters of the cargo in this, the busiest route in Théah is done on ships with Guild registration. Everyone else must pay a tax for moving Guild materials equal to one-tenth the value of the cargo; otherwise, they must smuggle the loads into port. Most raw materials move from Avalon, Montaigne, Ussura, and Eisen to Vendel, while finished goods return from Vendel to the other countries. Common foodstuffs in this area go to Eisen to relieve the current famines while Montaigne is importing the most valuable goods. Ussura is importing and exporting the fewest goods due to their very insular nature and the vast distances across the country.

The prevailing winds tend to blow from the west along the coast and reverse through the colder waters to the north.

Southern: Castille/Vodacce

The powerful mercantile interests of the Vodacce princes, who are constantly scheming and manipulating markets to maximize their profits and political goals, dominate the southern trade route. Usually raw materials from Castille are sent to Vodacce where they are converted to finished goods. Finished goods travel to Castille, Montaigne and the Crescent Empire. Loads here tend to be larger while prices are slightly lower, reflecting cutthroat Vodacce practices.

The winds move steadily along the coast to the east while further south the winds reverse and blow to the west.

Western: Western Théah/Midnight Archipelago

The western trade route was dominated by the powerful Castillian galleons, but a multitude of smaller ships now regularly make the journey in search of the spices and wealth to be found in this area. Ships traveling west usually carry finished goods and settlers, while those returning are filled with the raw materials of the islands. The winds tend to blow almost directly back toward Théah from the Midnight Archipelago. To the north and south winds blow west.

Recently the winds shifted nearer the Midnight Archipelago, bringing ships directly into the center of the islands, and then continue on to the west into uncharted territory.

Coastal: Vendel / Montaigne / Eisen to Castille / Vodacce

There is a brisk trade between the northern and southern areas, mostly undertaken by the Vendel and Vodacce merchants trying to undercut and steal trade from each other.

The winds along the northern and southern coasts of the continent tend to blow to the east, while the Frothing Sea off the western coast of Montaigne and Castille is turbulent with unpredictable winds.

Mirror Sea: Crescent Empire, Cabora and Cathay

The Crescent Empire was trading with Cathay long before the rise of Cabora, although always at the eastern nation's whim. The two major ports for Cathayan goods are Erivan and Kulkadir. Recently more delicate porcelain has begun to trickle into western Théah from the Han Hua cities of Ji Long and Tien Jin.

With Cabora has come increased sea traffic, which will affect the flow of goods from Cathay and possibly create some very profitable markets for enterprising traders. Only the Cathayans traverse the Corridors of Flame with any frequency at present, keeping close to shore. Most of the trading is done at local fish markets..

Beyond Théah

For ships operating on worlds other than Théah, these charts are still usable, although travel times may vary. You may want to match real-world countries to the Théan equivalents. Eisen matches most war-torn countries; Montaigne matches most wealthy countries, while Vendel and Vodacce can be matched to mercantile powers. Substitute Théan specific loads, such as Dracheneisen, for equivalent items from your own world.

Cargoes

When selecting cargo for a ship, roll a number of d10s equal to the Captain's or the Quartermaster's Logistics (for the d20 System™ divide Profession: Logistics skill by 5 and round normally), then consult Chart 2-1: Cargo Type on page 29. Next, consult the chart for that cargo type on Chart 4-1: Cargo Details By Location (which can be found at the end of the book, on pages 90-95) and roll another d10 for each load. Use the appropriate Trade Route for your current location. Use the Northern Trade Route chart for Avalon, Eisen, Montaigne, Ussura, or Vendel uses the Northern Trade Route and the Southern Trade Route chart for Castille or Vodacce. Anyone in the Midnight Archipelago, Crescent Empire, or Cathay uses the Exotic Trade Route and does not need to roll on Chart 2-1. Cross-reference the trade route for the ship's current location and the cargo type, then roll another d10. This will indicate the loads available in this location.

Captains interested in a particular type of cargo may choose to make two fewer rolls on Chart 2-1 and instead select a Cargo Type and roll on that chart (including the Special Cargo chart). A ship may take multiple loads as long as there is cargo space for it. Generally, a ship may only take a load in its entirety, but entries marked with an * are generally larger supplies of a particular cargo and may be purchased or shipped by more than one ship for a proportionally lower cost. For example, a ship that takes half the listed amount of lumber will only have to pay half the cost to purchase it but will only receive half the listed total for delivery. All loads are listed with size and value. Those with a size of zero are so small they do not take up any room in the ship's cargo holds.

Bulk and weight measure a load. As long as the size does not exceed the ship's cargo capacity, there are no problems or modifications. If the load exceeds the ship's cargo capacity, there are penalties to the ship's handling reflecting the fact that the ship is riding too low in the water or that the crates are tied down on the ship's work spaces.

D20™ MECHANIC

One unit of cargo counts as five tons. For every ton exceeding the ship's cargo value, reduce all skill checks involving ship maneuvering and gunnery by 2. For every five tons in excess of the ship's cargo value, increase the ship's draft by 1. Any ship whose draft is doubled in this manner sinks.

7TH SEA™ MECHANIC

For every point the load's size exceeds the Cargo, reduce the ship's Crew value due to excessive bulk until the cargo is released. Reduce the ship's Panache due to excessive weight and increase the ship's draft by 1. If a ship's draft is double normal because of this, it sinks.

A load's value is determined by its worth at a number of different destinations divided by nation. This is the price a captain must pay in Guilders or gp (depending upon the campaign world) to buy the cargo at a port versus the price at which he can sell it at another port. While taking the cargo a longer distance may be more lucrative, the most important factor is always the needs at the destination, as shown in the chart. For instance, the Montaigne upper classes will almost always pay more for expensive wares than other customers.

The prices on this chart are not absolute. The GM may adjust them by 20% depending upon the current market. In particular, if a similar load recently came in, demand will be lower than normal and the price will reflect this. Also, merchants will always haggle over the price of their goods. The buyer must make a deal with the seller on the price. A captain or quartermaster must first haggle to buy the load, then move it to a destination, and finally haggle to sell the load. This may drastically adjust the worth of an individual run. In fact, some captains rely on their haggling skill and only move cargo short distances within a single country, such as taking a load of oil from Inismore to Carleon.

D20™ MECHANIC

Contested Bluff checks: good roleplaying provides a circumstance bonus up to +5. For every 5 points that the winner beats the loser, adjust the price 10% in his favor up to a maximum of 30%.

7TH SEA™ MECHANIC

Contested Resolve + Hagglng check: good role-playing provides up to two free Raises to this check. For every 5 points that the winner beats the loser, adjust the price 10% in his favor up to a maximum of 30%

If a captain is unable or unwilling to purchase a cargo with his own money, he may simply offer his ship for hire. In this case, the client selects the cargo using the above procedure and then chooses a destination. The captain is responsible for taking the load to the destination and delivering it to the client's agents. The standard fee is 10% of the transaction's transaction but it is common for the captain to negotiate a different amount, including a bonus for delivering ahead of

schedule. Even though the owner of the cargo has hired the captain, onboard ship the captain's word is law. Of course, captains who abuse this are unlikely to find more commissions, at least from that client.

The following are specific notes about individual cargoes:

TABLE 2-1: CARGO TYPES

Roll	Cargo
1-2	Bulk Goods
3	Ore/Metals
4-5	Perishable Cargo
6	Livestock
7	Passengers
8-9	Finished Goods
10	Special Cargo

For detailed information about cargoes, see Table 4-1: Cargo Details by Location pages 90-95. Cargoes marked with an asterisk have variable loads.

Specific Cargoes

Bulk Goods

Cloth

Cloth comes in bales and rolls. Common materials include wool, cotton and occasionally silk. The greatest danger to cloth is fire. Any exposure to fire has a 25% chance per round of igniting a cargo of cloth, but once ignited, the flames, smoke and soot quickly ruin the entire cloth cargo. The flames are generally not fierce, but last a long time and damage everything in the hold while they burn. If not extinguished, the fire lasts for 10 rounds.

D20™ MECHANIC
1d6 damage per round.

7TH SEA™ MECHANIC
1d10 damage/round.

Cork

This lightweight substance comes primarily from the coastal areas of Castille and is valued quite highly by wine makers and engineers. Used to create models and waterproof containers, cork is far bulkier than it is heavy. However, the demand for this substance is not great, so loads are quite small.

Dirt

A small group of farmers has begun to realize the value of good quality soil in war ravaged areas like Eisen. They are willing to pay captains to ship enormous crates of the stuff to their lands. Most people think them touched in the head, but the agricultural benefits have already manifested themselves in improved harvests.

Feathers

Some noblewomen are obsessed with feathers as accents to their outfits, which has created a market for rare and unusual feathers. Not content with chicken or ducks, they demand

feathers from pheasants, quail and other more exotic creatures. Bales of these feathers sell well, but have a tendency to split apart. Any major impact upon the cargo hold or bales (such as a cannon volley or a missed sword slash) has a 10% chance to split the bands and release a cloud of feathers that engulfs the cargo hold and then billows out. Within the cargo hold, treat the cloud as fog that lasts for three rounds. Reduce the value of the bales by 5% each time this occurs.

Fur

Fur is generally obtained from trappers and hunters for sale to upper class customers. It is packaged in bales with the leathery portion exposed to air with the soft surface protected. While fur is somewhat flammable, this is rarely a problem while onboard ship. The greatest danger of hauling a load of fur is that sailors often find it easy to pilfer individual pelts. While some reduction in cargo can be explained away, failure to delivery too many can cause a shipment's value to drop substantially.

Gunpowder

Transporting gunpowder is a dangerous game with a high payoff. The greatest danger is, of course, fire. A single misplaced spark can ignite a hold full of powder and destroy the largest of vessels. To prevent this, the barrels are packed carefully with water soaked cotton around them to prevent any accidents. If a fire does set off a barrel of gunpowder, the damage is incredible. The ship's hold, everyone in it, and the ship itself take damage.

D20™ MECHANIC
20d6

7TH SEA™ MECHANIC
10k10

Leather

Leather is a common cargo used to make everything from clothing to armor. It is shipped in bales of hides. In case of fire onboard, hides could be wetted down and thrown over the flames, but that will reduce the number available for sale.

Oil

Oil is loaded in barrels for easy transportation. Although the cargo is usually lamp or coal oil, whale oil is also common. Oil provides two hazards while on board ship. The first is that any barrel breakage will coat the area with the slick substance. During storms or boarding actions, this can be quite dangerous.

D20™ MECHANIC
Reflex check DC 15 or fall flat.

7TH SEA™ MECHANIC
Anyone attempting to maneuver while on oil must make a Balance check (TN 15).

Of course, the other danger is fire. If a barrel is lit upon fire, it will burst and cover everything within 10 feet, the ship included, with hot burning oil and burn for another 4 rounds. Any lit barrel will burn through after 1 round. Since a cargo of oil is likely to contain a hundred barrels of oil, one burning barrel may quickly ignite an entire ship's hold with disastrous results.

D20™ MECHANIC

1d10 hit points every round.

7TH SEA™ MECHANIC

1d10 flesh wounds every round

Paper

Paper is still a relatively recent innovation outside of Cathay and a load of paper can be quite valuable to the right customer. However, it also presents several problems for a ship's captain. The first is that it is extremely flammable. It not burns easily upon exposure to flame but the fire quickly spreads to the other bales, engulfing a cargo hold within five minutes. If an entire cargo is ignited, it will cause extensive damage to anyone within the hold and the ship itself. Damage is 5d10 per round in both systems. The fire lasts 3 rounds before burning itself out. However, the fire has usually spread to the ship's timbers by then.

The second problem with paper is that it is damaged by even the slightest contact with water. If a ship springs a leak or the paper is exposed to a substantial amount of water, the value of the cargo is halved.

Rope

Even a small ship uses miles of rope in its rigging, anchor lines, and lines which makes a cargo of rope quite valuable if delivered to a shipyard or other maritime destination. The woven cord is generally not flammable because of the tar with which it is treated.

Sailcloth

Unlike normal cloth, sailcloth is treated to resist flames and water. It is also not damaged by smoke or soot, since the material is intended for use on the open seas. The highest prices for sailcloth come from maritime regions.

Tea

The idea of using potable infusions for medicinal purposes is not new, but the teas (or cha) that comes from Cathay are particularly effective. There is a large variation in the preference for any particular tea, so the price is quite volatile. Roll a die when selling this load. An odd result reduces the value of the load by 20% and an even result increases the value of the load by 10%

Timber

Wood planking is an extremely common cargo that poses few dangers. While the material is somewhat flammable, it typically only burns after prolonged exposure to fire. More common is water damage, which can often reduce the value of the cargo by 10% if the water is allowed to soak into the wood. As with any large cargo, it must be lashed securely, especially if being transported across rough seas.

Ore / Metal

The greatest danger ores and metal present are their densities. The material is much heavier than it is bulky which means that a ship can often fit far more weight than it can actually handle. As long as the ship's captain uses care, there should be no problem, but one who attempts to squeeze on more ore than is reasonable endangers his ship.

D20™ MECHANIC

A ship's maneuvering and gunnery is only reduced by 1 for each ton exceeding the ship's cargo capacity.

7TH SEA™ MECHANIC

A ship's Crew value is not affected if this load exceeds the ship's cargo by less than half this cargo's size.



Cast-iron

Iron ore forged into cast iron is often used for objects that do not require steel's strength. Examples include fences, fire-place tools, pots and horseshoes. This cargo may represent raw cast iron shipped in boxes or low quality objects of these types.

Coal

The fuel of preference in Avalon, it is also used in forges and other mercantile endeavors. Coal has a very high ignition point, so there is little chance of fire breaking out. However, when it does ignite, the danger is extreme. (There is a 1% chance per round of exposure to flames. If lit, the fire lasts 20 rounds and is extremely difficult to extinguish. It causes 3d10 damage per round to everything within the hold and the ship.)

Copper/Tin

Less valuable than gold, these metals are still valued for their decorative and functional qualities. They are usually shipped in crates after being refined from raw ore.

Iron Ore

Crates of rock-bearing ore are often shipped from mines to locations that can forge this material into fine quality metals.

Ore (Various)

A mixture of rocks containing various ores, this is often used to produce alloys.

Precious Metal

The dream of every pirate, gold and silver is occasionally moved across the waves. The loads are small, but highly valuable. Chests are usually kept locked to diffuse temptation amongst the sailors. The glitter of gold is known to seduce...

Steel

Crates of steel sheets being sent to forges and tinker shops.

Stone

Stone is moved from quarries to cities and manor homes across the world. Crates of marble and granite are the most common loads, though other, less valuable, stones are sometimes moved as well. The greatest danger with stone is its tendency to shift during transport. There is a 1 in 10 chance each week that the load will shift in the hold causing the ship to become unbalanced.

D20™ MECHANIC

An unbalanced ship increases all travel time by 10% and incurs a -5 Circumstance penalty to all ship handling checks.

7TH SEA™ MECHANIC

An unbalanced ship increases all travel times by 10% and reduces the Crew value of the ship by 1.

Perishables

Spoilage information is provided for perishable loads. At the end of every week at sea, roll one d10. If the result is a 10, roll the die again and add 10 to the result. If the total of the dice rolled equals or exceeds the Spoilage value of a load, part of it has gone bad and is now considered worthless. Reduce the

base value of the cargo by half. All haggling checks involving the cargo are at a penalty (+5 for both systems).

Even after a part of a cargo becomes spoiled, a normal spoilage roll must be made every week and the negative effects of multiple failures are cumulative. A cargo that exceeds its spoilage value three times over the course of a journey would have a value equal to 1/3 of base value and the captain would have a +15 modifier to his target number to sell it. (**Note:** Unless otherwise stated, perishable loads are bulky rather than heavy.)

D20™ MECHANIC

A ship's maneuvering and gunnery is only reduced by 1 for each ton exceeding the ship's cargo and the ship's Draft is not increased.

7TH SEA™ MECHANIC

A ship's Panache value is not reduced if this load exceeds the ship's cargo by less than half and the ship's Draft is not increased.

Butter/Milk

Dairy products are rarely shipped any distance since even a week at sea is likely to see them spoiled. Despite this, many of these products are shipped short distances to the ports of Montaigne and Eisen starved for animal fats. *Spoilage value: 5.*

Corn

Sacks of corn serve as a source of nutrition for a scattered portion of southern Théah. This crop originated in the Midnight Archipelago and has not yet caught on across the mainland, but trade in it is becoming more common. Most sailors regard corn as pig slop and refuse to eat it. *Spoilage value: 25.*

Cheese

Almost every nation in Théah produces some sort of cheese, but local conditions determine different varieties. There are literally hundreds of cheeses available and while gourmets prize many, the majority are considered the food of the common folk. This load contains several varieties. There is a 1 in 10 chance that one of the varieties in this load is extremely odorous. This will taint all the other perishable items in the hold with its smell and reduce their value by 5%. *Spoilage value: 20.*

Citrus Fruit

Prized by upper class patrons, citrus fruit (lemons and limes) is a highly risky cargo due to its rapid and uncontrollable as well as unpredictable ripening potential. A normal load of fruit is picked just before it ripens and has a Spoilage value of 8. However, at least three out of ten times, the fruit is left on the vine too long and its Spoilage value is reduced to 4. Regardless of distance moved, citrus fruit must receive at least one spoilage check on each voyage.

Fish

Fish, both salted and smoked, is the common food of sailors and lower class families. It is packed in crates and is often the last item loaded onto a ship so if the ship runs short on supplies, the crew can break into it easily. *Spoilage value 25.* One load in 10 is freshly caught and not preserved which doubles its value and reduces the Spoilage value to 5.

Mead/Ale/Beer

This is one of the few perishable items that is heavy enough to affect the ship's handling. Oddly enough, few crewmen complain of this fact. In fact, captains generally assume that one barrel from each load will be lost to "mishandling" (distributed among the crew.) If more than one barrel is broached, the overall value of the Crew will diminish. *Spoilage value: 40.*

Potatoes

A staple of many lower class diets, the potato is a hardy vegetable that survives long voyages nicely without the need for any preservation techniques. This makes it a favorite of crewmen tired of the salty flavor of most ship food. Potatoes are stored in sacks and often easily fit stacked on top of other loads. *Spoilage value: 25.*

Rice

Rice is a good and inexpensive source of nutrition. While not as common as wheat, it is used in a variety of techniques and dishes. Sailors often favor rice over potatoes since it is easily stored and prepared without the salty preservation techniques of other foods. *Spoilage value: 35.*

Salted Beef

Salted beef is used widely by anyone who needs a well-preserved food that can support an active man. The meat is so preserved that most people soak it for several hours before eating it. The most common use of salted beef is in soup stock, although sailors often eat it in his dried form. *Spoilage value: 50.* One load in 10 is freshly butchered and not preserved. These usually come packed in crates filled with snow or ice. This triples the value of the cargo, but the spoilage value is reduced to 5.

Vegetables

(Greens including Broccoli, Spinach, Cabbage, Lettuce, etc.) These vegetables are often pickled to preserve them. *Spoilage value: 60.*

Vegetables

(Legumes including Peas and Beans; Corn, Tomatoes, Squash and Onions) These common vegetables are often dried to preserve them. *Spoilage value: 30.* One load in 10 is freshly picked. This doubles the price of the load, but the spoilage value is reduced to 5.

Wheat

Wheat and flour are extremely common shipments from agricultural areas. These loads do not need much preservation, however they are vulnerable to exposure to water. If a ship springs a leak or the wheat is exposed to a substantial amount of water, an immediate Spoilage roll must be made. If a spoilage check ever indicates spoilage, roll a d10.

On a result of 1–2, a toxic fungus called ergot begins growing in the wheat.

D20™ MECHANIC

Poison: Ingest (DC 15). Interval: 1 hour/Duration: 3 hours. Initial damage: 1d2 Con and minor hallucinations; secondary damage: 1d2 Con.

7TH SEA™ MECHANIC

1k1 and minor hallucinations. Interval: 1 hour/Duration: 3 hours.

If the result is 3, a similar fungus has grown in the wheat.

D20™ MECHANIC: POISON

Ingest (DC 15). Interval: 15 minutes/Duration: 3 hours. Initial damage: –4 Wisdom to resist Seduction rolls plus increased sexual stamina and desire,

7TH SEA™ MECHANIC

Poison: –2 Resolve to resist Seduction rolls plus increased sexual stamina and desire. Interval: 15 minutes/duration: 3 hours.

Wine

Wine comes in a variety of qualities from dregs to bottles expensive enough to pay for a small ship. Treasured mostly in the southern regions and Montaigne, wine is seen as a watery substitute for beer by many northern sailors. That does not, however, prevent them from "mishandling" at least one barrel from each load and sharing it with fellow crewmembers. This loss is anticipated by the captain and does not reduce the value of the cargo as long as no other "accidents" occur. *Spoilage value: 40.*

Livestock

Livestock is one of the least favored cargoes. The animals must be fed, handled and cleaned for at least one hour per cargo size each day during the journey. Failure to do so reduces the value of the cargo by 10%. Also, the cargo hold must be cleaned out after the livestock are unloaded. This requires one day for each week they were onboard ship for each cargo size. Failure to do this will foul any additional cargo picked up and reduce their value by 10%. (**Note:** unless otherwise stated, livestock loads are bulky rather than heavy.)

D20™ MECHANIC

A ship's maneuvering and gunnery is only reduced by 1 for each ton exceeding the ship's cargo and the ship's Draft is not increased.

7TH SEA™ MECHANIC

A ship's Panache value is not reduced if this load exceeds the ship's cargo by less than half and the ship's Draft is not increased.

Cattle

Cattle are one of the most common types of livestock transported by ship. Keeping the cows alive is one way to deal with keeping meat fresh. However, the ship must be cleaned for a full day for each week the cattle was transported before it can be used without soiling new cargo.

Exotic Animals

Pheasants, parrots, caribou, pelicans, and giraffes are among the odd creatures deemed desirable as curiosities in Théah. They require special handling depending on their size and stamina, especially if it is unusually hot, cold, or stormy.

Horses

Army officers and adventurers often wish to take their personal steeds with them on long sea voyages. The greatest difficulty with this is that if the ship encounters rough weather, the horses often become spooked which leads to as many as a quarter of the load injuring themselves. Someone familiar with Animal Handling riding with the horses and keeping them calm can ameliorate this.

D20™ MECHANIC

Animal Handling + Charisma (DC 15).

7TH SEA™ MECHANIC

Animal Handling + Resolve (TN 15).

Oxen/Mules

These animals endure ship travel quite well but have a hard time getting used to new surroundings. Any load of oxen or mules requires twice as long to load and unload while the animals stubbornly resist their handlers.

Pigs

Pigs are another common livestock moved by ship. Although they are not in and of themselves filthy animals, they require an environment (like wet mud) to keep their skin moist. Wet mud and pig excrement makes for a most unpleasant voyage and can breed disease. One load in 10 will infect the crew with disease for the duration of the voyage. (The disease rarely infects heroes, however.)

D20™ MECHANIC

All ship handling and gunnery checks are made at a -10).

7TH SEA™ MECHANIC

Reduce the Crew value of the ship in half, rounding up.

Poultry

This load includes ducks, geese, grouse and other game birds. These animals are prized onboard ship for their eggs or their meat should fail to lay eggs. However, tales are common of poultry escaping onboard ship and interfering with ship functions. One load in 10 will somehow escape at a critical moment of the voyage. They will flutter around in the men's way and distract the crew.

D20™ MECHANIC

All of the ship's maneuvers and gunnery checks are at -5 until the animals are captured or killed.

7TH SEA™ MECHANIC

The ship's Crew value is -1 until the animals are captured or killed.

Chickens

Chickens are a valuable source of eggs during the course of a voyage. However, they are also susceptible to seasickness. One load in 10 is hit with this condition. The chickens' value is reduced by half and the cargo hold is fouled until the crew takes two days to clean it for every unit of cargo.

Sheep

Sheep are highly prized for their wool, their milk and their meat. However, they are known for being extremely difficult

to care for while onboard ship. On any voyage with sheep that lasts longer than 3 weeks, the crew will become distracted from their ship duties to care for the sheep.

D20™ MECHANIC

All of the ship's maneuvers and gunnery checks are at -3 until the ship puts into port.

7TH SEA™ MECHANIC

The ship's Crew value is -1 until they put into port.

Slaves

While most decent people do not consider slaves a form of livestock, they are often regarded as no more than that by slavers. They are often thrown into cargo holds, fed when it suits their handlers, and forced to survive under the most abject circumstances. Brutal conditions and death are constant companions to every slave ship. Any naval vessel that discovers a slaver will use every means possible to capture the ship, free the slaves, and punish the slavers.

Passengers

Passengers are a special case because they do not (usually) take up space in the cargo hold. Each passenger is listed with a nationality, short description, and a destination. The captain or quartermaster must haggle with the individual to find an acceptable rate for the journey to the desired destination. The standard rate is 25 guilders for each week of travel, which includes meals and accommodations. This rate is usually good for one or two passengers. Customarily, a cabin accommodates two adults, which means, in the case of important passengers, that a ship's officer might have to give up his cabin or, in the case of the captain, his day room for the passenger. It is common for a passenger to bargain for a lower rate of passage in exchange for poorer accommodations, such as sleeping in a hammock with the crew or in the cargo hold. This lower rate is rarely less than 2 guilders per week of travel. Every ten extra passengers count as 1 point of cargo for additional food and sleeping space.

Two results from the table deserve special attention. The results assume the passenger is male unless otherwise specified. The result of Family indicates that a group of one to ten members of an extended family are traveling together. A single result will indicate the identity of the leader of the group and the others are left up to the GM's discretion. It should be noted that the results are the public identities of the passengers. A passenger's true identity may be far different from what he — or she — claims.

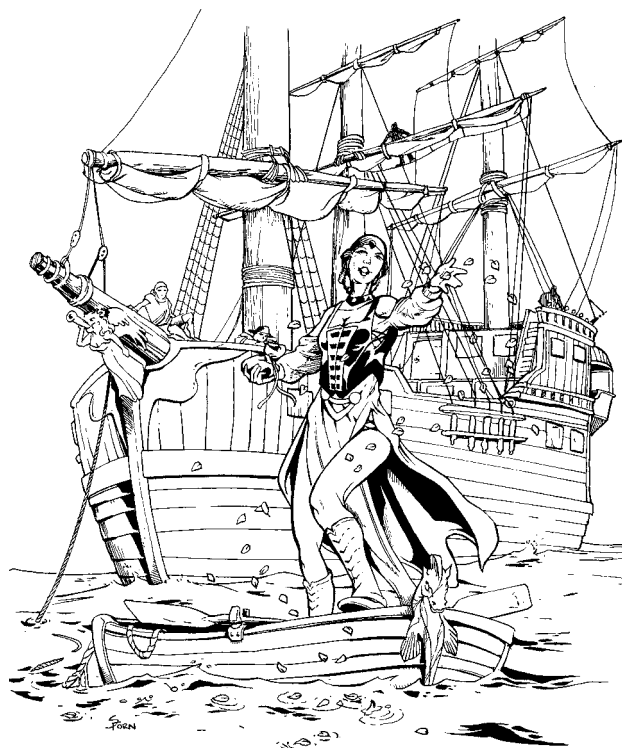
Finished Goods

Artwork

Statues, paintings and tapestries are only a few forms of artwork prized by the people of Théah. Their creators often consider these works priceless; generally any damage to the pieces causes their value to drop by 50% or more.

Books

This load is a shipment of texts, pamphlets and newspapers from a printer or publisher to bookstores and other shops. The load is most flammable. If the cargo catches fire, it will



cause extensive damage to anyone within the hold and the ship itself. The fire lasts 3 rounds before burning itself out. However, by then it has usually spread to the ship's timbers. Further, if the books are exposed to a substantial amount of water, their value is halved. Damage is 4d10 per round for both systems.

Clothing

This load contains finished clothing suitable for a variety of classes, including high-class gowns and tailored suits. Any exposure to fire has a 3 in 10 chance per round of igniting a cargo of clothing, but once ignited, the flames quickly ruin the entire cloth cargo because of smoke and soot. The flames are generally not fierce, but tend to last a long time and damage everything in the hold while they burn. Any load that is submerged or exposed to water for a prolonged period loses 20% of its value. Damage is 4d10 per round for both systems.

Dishes / Silverware

This load contains porcelain serving dishes, silver eating utensils, and porcelain plates in a mixture of qualities. Some of it is obviously intended for a middle class patron while other pieces are too expensive for anyone other than a nobleman to own. Any damage to this load reduces it in value by 10%.

Fencing Weapons

This is a shipment of sabers, cutlasses, daggers, dirks, knives, and broadswords, the finest of which are from Eisen or Castille. There are few restrictions upon these weapons other than the firearms.

Firearms

This is a shipment of muskets and pistols. Any delivery of this material to a group other than a government is considered illegal. Even shipments to a government may be considered illegal by other governments.

Furniture

Master craftsmen often build pieces in their shops and then ship them to the customer. These pieces range from masterpieces in oak or walnut to lesser pieces in pine or spruce. The greatest dangers are fire or prolonged exposure to moisture that may warp them. One load in 10 is warped during the voyage and loses 20% of its value.

Glass

Sheets of glass, including those that has been colored and leaded, is often sent to major cities. The danger with these is that despite the best packing possible, they are damaged during travel. There is a 3 in 10 chance that any load of glass will break during shipping and reduce the value of the load by 10%-50%.

High Class Items

This load contains miscellaneous items like wine, glassware, expensive texts, paintings, rugs, hand-carved chess boards, clocks, and intricate gadgets which are all well constructed and expensive. These are the playthings of the rich and powerful. The value of this load varies wildly due to the individual tastes of the customer, roll a die when selling these goods. Odd increases the value of the load by 20% and even decreases the value of the load by 10%.

Lanterns

This load contains a number of brass lanterns of high quality workmanship. These are considered masterwork items and provide 20% more illumination than a normal lantern and are sturdy enough to be used by a member of the Larsen Swordsman School.

Pots and Pans

This is a load of cast iron pots and pans perfect for cooking or smelting. They range from utilitarian to delicately worked pieces.

Tools

This load includes a variety of materials from files and hammers to anvils and axes. The items are generally well constructed for the use of craftsmen and artisans, rather than dilettantes or hobbyists. This material is sturdy and not easily damaged. Any ship in need of repair may use the items found in this load for a +1 bonus to their roll.

Exotic and Dangerous Goods

Absinthe

Although casks of this emerald green liquor can be found in many inns and taverns, possession of them is illegal. The base of this substance is poisonous and the drink slowly twists a man's mind. Despite this, it is a popular drink among those who have no hopes or dreams of their own because of the fantastical imagery it reveals to the drinker.

Dracheneisen

Lightweight but stronger than steel, dracheneisen weaponry and armor are the finest in the world. The Eisen people cherish this material above all and will hunt down and destroy anyone known to traffic in it. Despite this, the rewards are

lavish for those who can find a discrete buyer. This cargo has no size because it consists of a single piece of dracheneisen which can be concealed within a crewman's quarters. Selling such an item should be an adventure in itself.

Exotic Animals

Many rich patrons want to behold strange and exotic sights without leaving the comfort of their own home. They hire adventurers to travel to distant lands and bring back fantastic creatures for their own amusement. Oftentimes these creatures are harmless, but on occasion the patron may demand a polar bear or lion for his own amusement. The cargo size is larger than normal to give the creature space to move about slightly and prevent any fatal accidents.

Heretical Texts

The Vaticine Church has banned a number of texts that contain blasphemy and obscene materials and the Objectivist Church never rescinded these bans. However, several bored nobility are curious about the contents of these books and are constantly trying to find copies of them. This is definitely a case where selling the cargo should be at least as difficult as transporting it. Further, many heroes who examine these works may discover that the Church was acting correctly when they ordered the books destroyed.

Illegal Drugs

While the governments of Théah have not outlawed many substances, several of them are banned from most civilized ports including Blackhold, the substance whispered to be obtained by scraping the mold from the inside of a murderer's skull. Possession of Blackhold is grounds for imprisonment or worse, depending upon the country, and shipments of it can be highly lucrative, if they can be kept discrete.

D20™ MECHANIC

Poison: Ingest (DC 15). Interval: 15 minutes/Duration: 1 hour. Initial damage: 1d2 Con plus vivid hallucinations; secondary damage: 1d2 Con plus vivid hallucinations.

7TH SEA™ MECHANIC

Poison: 1k1 plus vivid hallucinations. Interval: 15 minutes/Duration: 1 hour.

Afyam (opium)

This strange drug is only just beginning to be known outside of Cathay and is currently not regarded as illegal anywhere in Théah. Of course, this could change, given its addictive and

debilitating affects. There are a range of poisons and drugs that the GM can declare illegal, especially if Blood Scientists have created them.

Rugs / Tapestries

The exquisite workmanship of Crescent kilim is highly prized by the upper classes of Théah, as are tapestries and woven arts from any exotic location. In some cases, their high quality makes them worthy of the price, in others simply their uniqueness which makes them so sought after.

Ruin Monsters

A handful of patrons find exotic animals too mundane and desired to see something far more dangerous. They have hired adventurers to find and obtain strange and twisted creatures from the ruins of ancient civilizations. These beings are all extremely dangerous and must be handled carefully or death is a certainty. (**Note:** This is not a campaign for novice players or the faint of heart. It would probably be a good idea to have at least one member of the Explorers' Society on the voyage.)

Specialty Blades

A number of nations have produced unique magical weaponry unique to themselves, such as the Montaigne puzzle swords of Montaigne, the Sidhe blades of Avalon, or the rune blades of the Vestenmannavnjar. These are not only cherished heirlooms; an outsider's possession of them is grounds for a duel or vendetta at the very least. Despite this, wealthy swordsmen will often pay exorbitant sums for possession of one of these legendary blades.

Spices

Exotic locations provide tastes and sensations unavailable in a person's own nation. This is especially true of items from the Crescent Empire and Cathay like xi hong hua (saffron) and mo yao (myrrh).

Syrneth Artifacts

Some patrons will pay extremely high sums for possession of a genuine Syrneth artifact that possesses strange and unusual abilities. This load contains several crates of such objects, though whether all of them are in working order or even genuine is often unknown.

TABLE 2-2: SEA TRAVEL TIMES IN THÉAH (IN WEEKS)

DESTINATION	ORIGIN									
	Cathay	Cres. Empire	Mid. Arch.	Vodacce	Vendel/Vesten.	Ussura	Montaigne	Eisen	Castille	Avalon
Avalon	7-8	5-6	3-4	3-4	1-2	2-3	1-2	1-2	2-3	0-1
Castille	4-5	2-3	2-3	1-2	2-3	3-4	1-2	2-3	0-1	2-3
Eisen	8-9	6-7	4-5	3-4	1-2	1-2	1-2	0-1	2-3	1-2
Montaigne	6-7	4-5	3-4	2-4	1-2	2-3	0-1	1-2	1-2	1-2
Ussura	8-9	7-8	5-6	4-5	1-2	0-1	2-2	1-2	3-4	2-3
Vendel/Vesten	7-8	6-7	4-5	4-5	0-1	1-2	1-2	1-2	2-3	1-2
Vodacce	3-4	2-3	4-5	0-1	4-5	4-5	2-4	3-4	1-2	3-4
Mid. Arch.	9+	9+	0-1	4-5	4-5	5-6	3-4	4-5	2-3	3-4
Cres. Empire	1-2	0-1	9+	2-3	6-7	7-8	4-5	6-7	2-3	5-6
Cathay	0-1	1-2	9+	3-4	7-8	8-9	6-7	8-9	4-5	7-8

Harbors

No matter how glorious and exiting a life on the Six Seas (few sail the Seventh) of Théah can be, eventually every ship's crew needs to come into a port to replace stocks of food, tar, and the like. However, the main reason to visit a port is to deliver and pick-up cargo. Passengers cannot be taken on and cargoes cannot be bought or sold at sea. Well, not with any great deal of ease, anyway.

The harbors and ports are centers of wealth, trade, and gossip. Those who grow rich on such wealth need protection from pirates, as do the sea traders who come to these places. The fear that the Buccaneers, Sea Dogs or even Reis himself could attack near a port keeps any sensible traders away. The inhabitants of a neglected port will fall to ruin and poverty if trade dries up. Therefore, it is vital for the citizens of a seaside town or city to protect their harbors and shipping.

Cannon Emplacement

The problem for anyone trying to protect a harbor is that they get little choice as to where the harbor will be. Every port is a natural landing point for shipping. Obviously, the water must be deep enough to allow a galleon to dock. To allow visitors to leave their ships with ease, the quayside must also be on a reasonable level compared to the land. Merchants do not want to haul each cargo up a cliff face before they can bring merchandise to town for sale. Finally, the place must be free of natural hazards such as reefs, sandbanks, and unpredictable tides, all of which can maroon or leave a ship high and dry, doing untold damage. Harbor designers have a challenge — they cannot build a harbor, only improve one that exists naturally. Luckily for the owners of a harbor, most ships cannot dock anywhere they please, which means that harbor-masters can charge whatever they like for docking fees. Despite the grumbling you hear from seafarers, most of these fees do go into the upkeep of a port, which is not an inexpensive business.

The most obvious way to protect a port is by cannon emplacement. A small fortress can usually mount larger guns than most ships, because of stronger, stable foundations. This size allows for greater range and enables defenders to smash an enemy before it can get close enough to fire. Even without that advantage, a stone fort is more solid than a wooden ship and does not sink if it gets a hole in its side.

However, there are a number of problems with cannon emplacement. First, building and equipping a fort is expensive and time-consuming. Trained soldiers and gunners are required to staff the fort. The services of these specialists, who have to be on standby at all times, do not come cheap. Soldiers garrisoned at a port can also create a few political problems. Because they are representatives of the ruling government, the government ends up paying for them, but will extract higher tariffs and taxes from ports they protect to defray costs.

It is not always possible to assign military personnel to protect all of a nation's ports, especially if there is already an army and navy. Of course, the parts that do not get military support may begin to ask "Aren't we worth as much to our monarch as the other port?" Agitators may begin suggesting that maybe taxes should be lower if they are getting less protection.

If a ruler does not deal with such problems, the port inhabitants may decide they are better off making a deal with pirates for "protective services." There are plenty of crooks willing to hand over a small percentage and a couple of promises to play nicely in exchange for a safe harbor.

Each government tries to provide something for everyone, but fewer than half the ports in Théah have a full fortress. Some have slightly more than adequate armament, but that may not be good enough against a large ship or a fleet; this still leaves at least a quarter of ports in western Théah with no cannon at all. At this point, the only thing keeping them safe is that they are too small to attract any interest.

Walls and Gateways

Luckily for such places, there are other ways to protect a harbor. The second most common way is using walls and gateways. Sadly, due to engineering considerations, most nations in Théah except for Cathay, lack the technology needed to build things like walls that float, so port designers must focus on protection that strengthens existing outcroppings in the bay. In shallow waters, it may be worth building up from underwater.

Such works would be impossible if not for the Invisible College. One scientist, an Avalon named Simon Leighton, is close to developing what he calls a "diving bell." He has received funding from Queen Elaine herself for his work, which expands on the research employed to make the single-person diving apparatus. Once workers can use a diving bell to create foundations underwater, Avalon will be able to build walls to restrict access to unfriendly ships. Leighton is already using a prototype in trials to see if such work will be possible.

Some ports are fortunate enough to have existing rock formations that allow construction of harbor gates. The down side is that operators must be on duty at the gates every time a ship needs access. To save time and money, many ports leave the gates open until they sight a potential enemy ship. How effective this method is during an emergency depends on the ability and availability of the operators. Granted, any really determined (and sufficiently armed) ship could blast its way through a harbor gate or even a wall. However, by that time the harbor would probably have prepared itself for the assault or summoned aid.

The advantage to adding structures to a port is that they cost less to maintain than to build. Certainly in the long term they are far less expensive than forts and other manned emplacements. However, if the harbor can support a cannon emplacement with walls and gates, the port is almost unassailable. The cannons only need to be able to fire at the comparatively small harbor opening. This allows them to concentrate their fire, utterly destroying any ship that tries to enter before it can even try to turn and leave.

Building a harbor where the natural reefs occur provide a natural barrier. Harbor authorities are quite happy to tell every ship where the reefs are located and how to avoid them. After all, harbor merchants do not want their own ships crushed by underwater rock. The advantage to reefs is that any ship approaching must take a certain path to enter, and navigate it slowly, which allows authorities to restrict access and use cannon to fire on predictable targets.

Another advantage to reefs and man-made breakwaters is that they break up tidal currents and create calmer waters. Captains can dock safely in the knowledge they are protected

from the stormy waters of the open sea. The only problem is that during certain tides the waters may not allow passage for any ships at all. On the other hand, it is good to know that pirates cannot approach at all at a certain times of day; of course, neither can anyone else.

Dealing with Pirates

As mentioned, defensive option is to make deals with the pirates who might want to attack. But pirates are not the only ships that might want to destroy a harbor. It is quite likely any strategic port will be the target of a foreign power's navy. If an important port is at risk, pirates might very well be willing to defend the harbor from foreign invaders — for a fee, of course. (Pirates need ports to sell their ill-gained cargoes like any other merchant.) Even so, allowing pirates into your port in return for promises of good behavior is rather like taking a tiger by the tail. Port authorities must deal on an individual level with each pirate captain. There are groups like the Buccaneers and the Sea Dogs, with whom a deal can be struck en masse, but there are very few such groups. Sadly, pirate communities rarely need a base as they usually already have one. Allende's Buccaneers have their own island, and the Sea Dogs have safe harbor in any port in Avalon.

Therefore, town officials must negotiate with each ship separately, and had better hope the pirates never all get talking to one another... Beyond the simple event of pirates coming for armed renegotiations, their patronage makes the harbor a dangerous place at the waterfront after dark. Few pirates enjoy going to bed early with a cup of cocoa, nor do they enjoy retiring alone. Pirate-friendly ports attract Jennys, criminals, fences, and every other kind of scoundrel, driving away the honest trade. Eventually the port officials may begin to wonder exactly how protected they really feel unless they embrace their new economics and become criminal traders themselves.

Fire

Apart from pirates and enemy nations, a harbor's worst enemy is fire. Yes, there is a lot of water but there is also a lot of wood. Ships burn very easily, as do many expensive cargoes housed in warehouses at the docks. Every port must protect itself from accidental and vengeful uses of fire, so most of them have a small brigade of watchmen trained to fight fires. When they raise the alarm everyone heeds the call. Rich merchants find themselves in water lines passing buckets to tavern Jennys. The harbor is a workplace as well as a home to almost everyone there, so they each have something to lose.

Despite that, the ability to use fire as a weapon can be effective and deadly. Traders who fail to please the harbor-masters might see their ship burning out on the open water. Most get the message and realize it is not just bad luck that set their ship alight and cut it adrift. The same watchmen who are prepared to fight the fire are usually the ones who set it in the first place and in some cases, they may be rather slow to act.

However, fire is a weapon used sparingly indeed. If anything goes wrong, more than one ship could be destroyed. Flame is extremely unpredictable, and can do untold damage in a low-tech world like Théah. A fire can burn out of control thanks to a simple mistake, and a change in wind direction has destroyed more than one harbor. Local authorities

probably make sure that their use of fire stays a closely guarded secret. If word gets out that the harbor officials are using such a terrible weapon, they will find fewer ships willing to dock there. Enough ships are lost to accidental fires without some idiot starting them on purpose.

Magic

There is another threat every harbormaster should be aware of: the threat of magic. There are plenty of nobles who are ready to use their sorcerous skills for personal gain against merchants who are storing goods under the harbor's protection. One of the worst threats by sorcery is *Porté*, especially now that the Revolution has forced many sorcerers turn to the underworld to survive.

The trick is quite simple. The sorcerer's gang checks out the docks for a valuable cargo. When they find one, they sneak over to it and *Porté* users among them Blood as many of the valuables as they can find. The next morning their ship sets sail. Once they get far enough away, the sorcerer opens a gateway and pulls the Blooded valuables aboard. If the sorcerer is particularly powerful, he need not Blood all the valuables. All he needs to do is leave a Blooded penny in the storehouse and then sends a crew through to bring back what they want. If anything goes wrong, they just return through the gate which instantly puts them miles from the authorities.

The practice is quite widespread, and a few sorcerers did rather well before it became a well-known trick. Now everyone tries it, *Porté* sorcerers are watched very carefully whenever they enter a port. If a merchant can afford it, he often places mirror ghost wards in his most precious storehouses to prevent *Porté* access. A few of the more civic-minded *Porté* mages help guard the docks and are able to sense the tearing of a new *Porté* hole. There are also a few individuals who have the skill to force such gates to close, but they are rare and charge a lot of money for their services.

Some sorcery is ignored due to its rarity. *El Fuego Adentro* and *Zerstörung* could do terrible damage to ships and cargoes but are so rare as to not warrant the expense of protection. Runic *skaerjen* are often more high-minded about their craft and rarely use their powers for something as common as theft. However, several Vendel merchants have had their stock attacked by Rune lore. There is little they can do about it; unless they buy their own protection from rare Kollison-trained Vendel sorcerers. Pyeryem commands similar respect from its users. Matushka has taken away her gifts from those who are unworthy. If the harbor has protection against animals then it should be safe from Pyeryem, unless of course, some miscreant has learned the Drachen knack.

The seafaring skill and Glamour magic that the Sea Dogs use present a powerful — and dangerous — threat. Glamour's ability to confuse and misdirect makes it the perfect sorcery for theft. It often fascinates those tricked by the style and panache in which they were deceived and sometimes the victim is too embarrassed, or at least suitably impressed, to take little action for the crime. However, a few harbors have discovered a weakness in the magic, that of reputation. Those who can have invested a fair amount of guilders to spread rumors that their port is unassailable by Glamour magic. It takes a long time for such a reputation to stick, and makes the port a target for Glamour theft due to the challenge, if nothing else.

If the port can defend itself for a year Glamour will have more difficulty working there. Glamour's power is derived from belief, but it is a tenuous thing, so the longer it lasts the stronger it becomes. Each year that a port's reputation is intact it raises the difficulty of any Glamour used in its environs by five. (For the d20 System™ all saves versus Glamour gain a +1 bonus per year.)

If someone breaks the reputation by casting potent Glamour in such a way as people can see it happen, the "number of years" is reduced by whatever the GM feels is reasonable, given the scale and panache of the crime.

Lastly, there is Sorte. Although it only reveals information, but in the right hands, information is power. Luckily for harbor authorities, sailors are a superstitious folk. Very few non-Vodacce vessels will even allow a Fate Witch to step aboard. Even the Vodacce are nervous about letting *strega* travel with them. As the witches stand out rather obviously by their attire, most harbor masters keep a close watch on them. This requires a little extra work, but if they have any sense at all, they will be watching any Vodacce who comes into port anyway.

New Porté Knack — Sensing

This Knack allows a Master (only) Porté sorcerer to attempt to detect portals and try to close them.

D20™ MECHANICS

A Master Porté sorcerer rolls Wits and Sensing to detect a tearing portal within (level * 3) yards. DC depends on the size of the portal being created: Porté (DC 15) for a full gateway; Porté (DC 20) for a single sorcerer moving himself, and Porté (DC 25) for someone opening a small gate to bring an item to them. If the roll is successful, the sorcerer senses the portal, and knows its size and position. He can then close it by casting *Porte* as a counter-spell.

7TH SEA™ MECHANICS

This Knack also allows a Master Porté sorcerer to attempt to close a portal he has discovered (range: 54 yards). He must be able to touch the gateway in question, although he only needs to do so with one hand. He rolls Resolve and Sensing and adds half his roll to the difficulty of the other sorcerer's roll to open the gate. TN depends on the size of the portal being created: TN 15 for a full gateway; TN 20 for a single sorcerer moving himself; and TN 30 for someone opening a small gate to bring an item to them. If this takes the difficulty to higher than that used to open the gate, the gate begins to collapse.

In either system, the sorcerer opening the gateway has one chance to overcome the new difficulty level again or the gate collapses completely. After that, the portal is either open or closed, and there is nothing more either sorcerer can do about it.

Military Protection

In general, one of the best ways to look after your harbor is to ensure that the nation's navy is taking care of you. Each nation claims the sea within sight of their shore as its own. In fact they all do their best to govern as far out to sea as they can. Almost every country in Théah has ships that sail the coastline to protect its shores. These patrol ships have the power to stop and search any ship that looks suspicious.

However, once out of sight of shore, scrutiny becomes harder so most ships sailing the open sea are safe from a foreign navy's customs ships. This is, of course, why the open oceans are full of pirates.

Each nation deals differently with those who wish to dock at its ports.

Avalon

Avalon has an unusual attitude about sea taxes and customs. If the Sea Dogs who sail those waters have not robbed you, then they are happy to let you land.

The Glamour Isles are renowned for all kinds of odd Sidhe navigation hazards. Ships have vanished into fog and never been seen again. Others have discovered their sails full of faerie magic after a strange storm. Sailors' tales are taller and more improbable if they come from the Triple Kingdom. However, for all the charm and magic of the Isles, most ships find a voyage there means a chat with a Sea Dog captain.

Castille

Being respectful is the best way to avoid angering a Castillian naval captain. Newly freed from the Montaigne, the Castillians have allowed their usual style and arrogance to return, along with a quick hand on sword and cannon. Many Castillian captains like to walk around another person's ship, just to remind everyone who is in charge, so a deferential attitude is the best way to escape full inspection.

The Midnight Archipelago has attracted the Castillians in great numbers. With much of their navy trying to sail towards the mythical lands beyond the Barrier, many areas of their seas are left unprotected. As one of the nations with the largest coastline proportionately, this may have proven to be a fatal brand of enthusiasm. The rise of smugglers to their shores may provoke a return to a hard line attitude from the captains who stayed home to patrol them.

Eisen

The sea has never been much of a concern to Eisen. They have little coastline, and the land is so blasted after the War of the Cross that no one will notice a couple more cannon shots. However, harbors and good trade are essential to any nation looking to get itself back on its feet. The Vendel are looking after the rebuilding the Eisen economy, so it is their ships you are most likely to meet.

In the same way that Eisen mercenaries defended the Vendel from the Vestenmannavjar, now Vendel naval ships protect the shores of Eisen. They are strict and love to do things "by the book" and they annoy just about every sea captain with their pernickety insistence on procedure. Captains of Vendel ships often lack the experience of more canny seafarers, so an old captain can mislead officials with tact and a few well-chosen tricks. Be warned, however — the Vendel can afford solid and well-armed sea vessels and require little excuse to sink a ship engaged in illegal affairs.

Montaigne

Before the Revolution you knew what to expect in Montaigne waters: some arrogant noble who understood little about the sea. Unfortunately, the new government has begun employing experienced sailors to command their navy, which allows the nation to look after its borders very well indeed. The shipbuilding program of recent years has given Montaigne a huge navy of small vessels, which patrol their waters in small packs of two to three. Very few ships slip through their nets, and fewer still can stand against these small flotillas.

The good news is that parts of the revolutionary government are hopelessly corrupt. Ship captains were the first to realize that they can operate pretty much as they once like outside the capital and out on the open sea. It is vitally important for any seafarer to know how to bribe properly when approaching Montaigne. Be warned, though, because some Montaigne believe passionately in revolutionary politics and have been known to sink ships at the merest suggestion that a loyal official of the new regime could be bribed.

Ussura

As she does with everything else, Matushka looks after Ussura's coastline. Somehow she knows the intentions of any ship that approaches her shores. Calm seas have risen up into terrible hurricanes against many ships that sought to bring harm to Ussura and Matushka's children. Anyone else is most likely to meet a few fishing boats that will be happy to pass the time of day, and swap news and supplies.

Vendel/Vestenmannavnjar

Pirates and warships are rife in the waters of these islands. Here is a simple maxim: if you want to land in Kirk, you must please the Vendel and if you want to land anywhere else, you must appease the Vestenmannavnjar. Vendel ships govern their waters in the same way they look after the Eisen seas, but with even more rigidity. They believe that they are doing you a favor to allow you to land in Kirk.

Vendel ships are larger and better armed because pirate raids from Vestenmannavnjar are far more common and many ships gain a Vendel escort into safe harbor to protect against pirates. Although the Vendel are ardent about protecting their supply lines, they still lose customers to Vestenmannavnjar, who will pretty much sink anything non-Vestenmannavnjar that approaches their islands. Anyone trading with the Vendel is their enemy. A few of them have realized the only way to beat the Vendel is to build a trade of their own. So merchants have begun landing on other islands and meeting with local chiefs to set up mutual trade agreements.

Vodacce

Business with this nation is tricky. Vodacce politics are unpredictable. At times, it is often difficult to tell the pirates and privateers from the navy. Corruption is rife, and bribes seem to have replaced taxes for entering port. This is more the case on the princes' islands than the mainland, because that is where the money is. Being an island race, the Vodacce are clever sailors, and difficult to beat in their own waters. Things are quieter on the mainland, but much less profitable.

The main problem with trading in Vodacce is the presence of Fate Witches. Rival princes who know a useful cargo is on its way to an enemy have taken it upon themselves to sink more than one such ship.

The Crescent Empire

If you are a western Théan, you better have a good reason for landing on Crescent soil. The Crescents consider any unknown ship a potential threat and will inspect any strange sailing vessel as a matter of course. Mind you, business is an excellent reason. According to the Church, only the Bernoulli are allowed to trade legally with the heathen nation, but this is almost impossible to enforce, and besides not everyone believes in the Vaticine Church.

Sultán Timur, a forward-thinking man, had begun work with his advisors on building a navy, but with the rise of Cabora and the flood of outsiders, efforts have been stepped up considerably. As fierce as this fleet may become, most captains will probably prefer dealing with it than having an encounter with the dreaded Khereid-Din.

Cathay

The coastline of the Seven Kingdoms stretches from the border with Ussura all the way around the tip of Tashil and north up the eastern border into lands unknown. There are many threats to those who sail in these waters beyond the lawful forces of the Imperial Navy. The "volunteer" navy of Tiakhar is little more than a fleet of ruthless pirates intent on kidnapping and transporting people and goods to the slave markets of the Crescent Empire and the private harem of their ruler, Sayari Razak.

Should you escape an encounter with the Tiakhari on the southern tip of Cathay, you will run into the Corridors of Flame, an extension of the Wall of Fire that begins a mile or so off the shoreline and reaches... however far it reaches. These are the waters plowed by the deadly ships of the White Silk Fleet, manned by the feral *chiang shi*, vengeful spirits of those who died at sea without proper burial.

Ports

Everyone must come home. Every voyage must end, whether your ship docks at the finest harbor of your homeland capital or at a foul pit of immoral treachery on the other side of the world. Whether the crew can look forward to a tearful reunion with their loved ones or a few days of carousing before staggering drunkenly back to their berth, there is always somewhere beyond the decks and the rigging rife with intrigue.

Using These Locations

These locations are intended to provide sources of information, recreation, and fun, as well as launch points for while the players' ship is in port. Even if you have not detailed the port to which your players have traveled, locations like the ones below can help flesh it out. Perhaps your players will take work as watchmen while their ship is being repaired and re-supplied, or perhaps they will hatch a plot to bring down a crooked gambling ring or foil the schemes of a criminal overlord. Maybe they will even sign their vessel up for a grand voyage of discovery on behalf of the Explorer's Society. Remember the sea is not the only *terra incognita* out there. Adventure lurks in the shadows of a small port town as easily as it does in a forgotten jungle on the other side of the world.



While these locations and those mentioned in San Juan and Cardican below are designed with a Théan setting in mind, they are can easily be used outside the world of *7th Sea*™ with little effort. After all, taverns and gambling dens are found in most if not all worlds. Théan characters and locations can easily be replaced by your own inventions — temples to sea gods work to the same ends as Vaticine churches.

Drinking

A sailor dreams about high seas and trim ships. He also dreams about women 'n grog, especially when the water onboard goes bad. Rum is the drink of choice to slake a sailor's thirst and by the time they dock. So honed is his instinct that he can quaff legendary amounts of any sort of liquor and still find his way back to his hammock even when he is three sheets to the wind.

THE MILL

"Keep the fighting inside the ropes, sirs, or I shall be breakin' those wee legs of your'n. Ye shan't be warned again."

—Big Jim MacGregor, proprietor.

The Mill is the sort of low-life dive that is a home away from home for many pirates. The tables are filthy, the walls are black with soot and grime, and the ale is the foulest in the land, but it's cheap, and you can drink all night for free if you can out-box the inn's resident champion. Run by Big Jim

MacGregor, a former ship's boson and prizefighter, The Mill can be located in the back streets of any city with a sufficiently lawless district. MacGregor runs regular boxing tournaments at The Mill. Entry is open to anyone and the winner is the last person standing in the large boxing ring that dominates the center of the dingy tavern.

You may find yourself in The Mill for any number of reasons. If you are a true, black-hearted, dyed-in-the-scurvy pirate, The Mill is probably your ideal tavern. If you want to impress a pirate captain or get yourself taken seriously by the underworld, there are few ways more direct than defeating MacGregor's champion in the ring. If you're looking for information, the criminal element that congregates in The Mill will be happy to provide it — as long as you do them a favor first.

Combat in The Mill is likely to be a risky affair — most if not all of the regulars are competent pugilists. The Mill is notoriously dingy, and most combatants who aren't used to it will suffer low-light penalties to their attacks. Big Jim, who has a rule that fighting is to be kept inside the ring, is himself quite a terror in unarmed combat.

THE OPPORTUNITY

"No, really. The gentleman in the corner happens to need three skilled individuals — such as yourselves — to help him reclaim his family's lost lands from the Count of Stranmore. What a coincidence."

—Luigi Raskolnikov

Born the child of a Vodacce mother and Ussuran father, Luigi Raskolnikov has always been blessed with the ability to help people. His devout mother blessed Luigi when he was born, and he has always been able to find and help people in distress. After a decade of finding solutions to other people's problems, Luigi had enough money to retire. Retirement, however, did not suit him. It was not that he sought excitement or adventure — far from it. He just liked helping people. After much thought and a little prayer, he decided to open The Opportunity.

The Opportunity is a well appointed and clean tavern in a respectable area of town. Prices are low given the quality of the food and drink, and there is a large *ajedrez* board by the fire.

If your players are stuck for something to do, have run out of leads, or just have to find someone who can forge invitations to Prince Villanova's ball, The Opportunity is the place for them. For some reason, most people who come there either need a problem solved or have the ability to solve someone's problem.

Combat in The Opportunity is not really an option — most of the patrons know Luigi and want him in one piece. Once, after losing a game, an angry *ajedrez* player tossed his *sultán* piece into the fire. Within a week, his wife absconded with their silver, ran off with a famous rake, and the *ajedrez* player's ship was struck by lightning in dry-dock. A coincidence perhaps, but the story is enough to make most people think twice before throwing a punch in the tavern.

Raskolnikov is charming, polite, and knows everyone in town who is worth knowing. Most of the regulars are a superstitious bunch, and are uncertain whether or not the little smiling Vodacce man cursed or blessed his tavern. They certainly do not want to find out the hard way!

Gambling

What separates a gentleman from a merchant is money. A merchant may have more money than a gentleman, but the merchant actually cares about the money whereas no noble will ever dignify his finances with concern. There are few places where a noble can more admirably demonstrate his largesse than within the confines of a gambling house. Dice, cards and often boxing (or, in rougher places like Ussura, wrestling) are the games most associated with gambling. A true gambler will bet on anything, from the toss of a coin to a horse race to an archery competition or a wager on whether the lady across the room will smile at him.

Of course, the typical sailor's attitude towards gambling is different. Dice are most frequently favored as the salt air does not destroy them and gambling can alleviate boredom on long voyages. Most have their own set of dice, made of wood or bone and they're ready to show their skill that has been honed during countless games on deck.

SIGNORE BASTIA'S DEN OF EXCITEMENT

"It distresses me to hear, signore, that the dice are not your friends. They can be fickle. Perhaps the cards...?"

—Carlo Bastia

Signore Carlo Bastia, an odious little man from Reinascienza in Vodacce, is the third of his line to run a gambling house. A devout Vaticine, Bastia has had his personal dice blessed by a Cardinal and holds prayers twice daily over his tables and dice pits. Shadowy figures visit Bastia's at all hours of the day and night, and his behavior is nothing if it is not suspicious.

Ironically, the shifty, corpulent man has done no wrong. He is not a criminal, the gambling house is just a gambling house (the games are even honest), and the shadowy figures are simply old friends of Bastia who would rather not be seen in a gambling house, as much as they value their friend. Bastia himself is fiercely loyal to his regular visitors, and will go to any lengths to defend them once they prove themselves to him.

Good clean fun is the order of the day at Bastia's. There is no cheating, no crime, no forgery or smuggling, and no sinister Villanova conspiracy operating out of a hidden chamber. At Bastia's, a cigar really is a cigar and not some sort of Rilasciare detonating device. If the players visit Bastia's regularly when they return to port, the Vodacce gambler may begin to trust them. Combat in Bastia's will more likely than not result in a cry for the City Watch, followed by a rapid evacuation. Bastia is more than likely to see that people who endanger his clientele spend a little time in jail, and he is a very wealthy man.

HEOROT

"Gather round, my friends, and hear the tale of Krieg the Mad. Learn from his mistakes that we may find a brighter future for the Sons of the North."

—Ulfgar Haraldsson

The Vestenmannavnjar warrior Ulfgar Haraldsson, built this spacious traditional feasting hall on an empty plot of land. Many of his more traditional countrymen expressed shock at Ulfgar's enterprise, but Ulfgar refutes them, claiming that he keeps the brave traditions of his people alive as they do, only he remembers the feasts, the gambling, and the revelry rather than the grim battles.

Gambling at Heorot is always a personal affair: Money changes hands based on many a drunken boast. Most of the contests at Heorot are near-legendary tests of ability among the Vestenmannavnjar like axe-throwing, pig-catching, wrestling, and of course drinking. Heorot is a living testament to Vestenmannavnjar tradition, and while it may anger some, it appeals to many more. It is also an excellent source of information on current events in the Norvik Isles.

Need to impress a Vestenmannavnjar Raider? Seeking one out? Or do you just really need to get drunk and chase a pig around? Heorot is a great source of ancient legends and lore, as well as contemporary information in whatever city it happens to be located. While Ulfgar and his regulars may be out of touch with happenings in their own town, they have not forgotten their fathers' fathers' deeds. Combat in Heorot is a regular occurrence, either in the form of wrestling for sport or simple brawling, usually over a simple misunderstanding... or a lost bet... or a girl...

THE DICE

"I have no interest in where you dump the body, man. Just dump the damned thing!"

—Ruairaidh O'Shaughnessy

The gambling house known simply as The Dice has existed for decades on a forgotten back street, operating semi-legally with the tacit compliance of local law. Its current proprietor, Ruairaidh O'Shaughnessy, exemplifies the ideals of the establishment: Short and broad, with a sporadic beard and a patch over the ruin of his left eye, the scowling O'Shaughnessy is

as corrupt and dishonest as the worst of his profession. He got his position — and his eye patch — by usurping ownership of The Dice. No questions were asked about the incident because the Inishman knew who to bribe to make sure the change of ownership went smoothly.

He manages the establishment reasonably honestly, only running crooked games when he knows he can get away with it. No sense in driving the cows out of the dairy, his father used to say. Of course, a wealthy person who walks into The Dice is treated well — and soundly fleeced by the management.

While the idea of a casino heist may seem a bit modern, it embraces many classic swashbuckling ideas. O'Shaughnessy did not get where he is today alone and he knows that he owes people (possibly some nasty people) for his success. Perhaps a large payment is due to his shadowy benefactor, but the stingy proprietor is loath to part with his guilders.

The Dice is not just a gambling establishment; it is also O'Shaughnessy's well guarded personal vault. Perhaps the players have been hired to deliver the payment without realizing that the person who hired them is much worse than the man who owes them the money. What should they do? Deliver it anyhow which means no more ale at O'Shaughnessy's or divert the payment without either party's knowledge? The risk there is having two enemies, but with that much money, they can buy a ship and sail to safety.

Wenching

Two years aboard a sailing ship will drive anyone mad. For some reason, the first stop many sailors make upon landing is at one of the Vendel League's sanctioned Jenny Houses. Many sailors trust a pretty face too easily, however, and run the risk of waking up without their hard-earned guilders.

THE FORBIDDEN PALACE

"Please, kind sir, let me help you take the weight off your feet. Welcome to our humble house. Some sherbet?"

—Teresa Lupino

This large but discrete residence with its high walls, shuttered windows, and featureless front specializes in procuring highly skilled courtesans from eastern Vodacce, the Crescent Empire, and even as far away as Cathay. Some of the courtesans have been rescued from the infamous Corsair Kheired-Din or the pirates of Tiakhar. The establishment's owner, Theresa Lupino, assures her patrons that the girls are slaves and that none are treated unfairly. The clientele is wealthy and often highly placed in government circles, people who pay handsomely for the entertainment and the complete discretion Madam a Lupino promises. Anyone who visits the house without showing the proper credentials is quietly turned away, as the "good widow" prefers not to receive visitors.

The Forbidden Palace is one of the wealthiest Jenny Houses in Théah, and Theresa, herself a former courtesan of Vodacce high society, has amassed a considerable personal fortune. The nature of the establishment, however, ensures the Forbidden Palace is a well kept secret, particularly from the Vaticine authorities, because Madama Lupino knows that they would burn it to the ground if they had the slightest inclination it existed.

Ironically, they do know it exists — at least one of them does. Brother Lucius, an Inquisitor sent by his Church superiors to determine if such a place could exist, fell deeply in love with one of the courtesans the first time he walked

through the door. He sees her as often as he can and lies to his masters about the Forbidden Palace's existence. Unfortunately, if he were ever caught in his deception, it would mean terrible things for all parties involved, as the Inquisition would make sure that the healing powers of fire restored the Church's honor.

The players may be hired to infiltrate The Forbidden Palace or they may be patrons hired by Madama Lupino to protect her from prying eyes. One of the party may have fallen in love with one of the girls and want to free her from the place. It may also be a place where the high level of security provides the ideal meeting place for a Secret Society...

MADAME LENORE'S

"Gentlemen! Take your partners for the next dance!"

—Madame Lenore

This rowdy dance hall is a shrine to hedonism that has it all: girls, music, liquor and *joie de vivre*. The outrageous Madame Lenore strides through the cavernous converted warehouse housing her business in fashionable gentleman's clothes, a stark contrast to the feminine beauties who work for her. Lenore employs any number of musicians, Jennys, dancers, waitresses, and chefs, and is currently looking for a playwright and director to stage something "new and daring" for her clientele. If anyone can write something that could shock — and entertain — Madame Lenore's jaded audience, they would be showered with riches (quite possibly shortly before they were arrested.)

Madame Lenore's is one of the most popular attractions in town, but only those who are pre-approved during an interview with either Lenore or her adjutant, Nero, have any chance of bankrupting themselves inside. Lenore's popularity is due in no small part to her ambition — the Montaigne woman is no stranger to business and has a great interest in innovation, so she keeps her dance hall at the cutting edge of fashion at all times.

While risqué entertainment is always appreciated, so is sharp political satire, so Lenore's has become something of a hangout for activists and revolutionaries. She has a fondness for dashing young men who speak their mind and are willing to carry out certain commissions for her without asking questions.

Other Buildings

The average port town contains more than places in which the discerning sailor may, if the fancy strikes them, carouse. Port authorities, barracks, warehouses, curio shops, smugglers, docks, piers, and courts dot the landscape. Among the more or less respectable businesses criminal overlords do battle with secret societies behind a façade of respectability.

CAPTAIN HARDY'S IMPORTED WARES

"The 1646 du Lac supper plate? Aye, that I have, ma'am, a full set an' service fer six."

—Captain Silas Hardy, ret.

Silas Hardy was once a renowned pirate, a well-respected and feared swashbuckler who refused to raise his hand against a surrendered foe. One day, however, he met his match. While plundering the cargo of a Vendel merchantman bound for Montaigne, he stumbled across several crates of exquisite plates, bowls, and cups destined for *L'Empereur's* personal

table. Hardy ordered this fine prize loaded aboard his own ship and made for port with it at once; however, nobody wanted the plates. None of his usual fences could find a buyer. Convinced the plates were valuable, Hardy remained in port, searching for someone who would wish to buy such a valuable treasure.

After a year of searching, he had made a number of excellent contacts in the trade. He finally sold the Montaigne plates and made enough money to retire from piracy. Without realizing it, he had established a business and now Captain Hardy (as he still likes to be known) importing and selling tableware from all over Théah. Some of his more sensitive customers are initially startled to see an old sea dog peddling quality plates and silverware, but they quickly realize that he has a superb and practiced eye, although how he achieved it is perhaps best left unquestioned.

Recently he has begun to import a few items of incredible delicacy from the Kingdom of Han Hua in Cathay. Called *ji long* (after the city where it is made), it is noted for simple, elegant shapes and multicolored decoration. All manner of pots, dishes, vases, jars, and bottles are made of *ji long*, which is extremely durable. Captain Hardy has heard of another type of porcelain that is even finer — almost translucent — coming from the city of Nan Gang. Unfortunately, the items are extremely delicate and difficult to obtain (which of course means a higher profit margin.)

Anyone who even reaches for a weapon in Captain Hardy's Imported Wares had best be prepared to find a brace of pistols in his face. Opening a shop dedicated to selling delicate items in a rough-and-tumble portside street did not sound like a good idea at first, but over time, his clientele has come to regard his location as "quaint." This makes him happy because the sea still calls to him, so he cannot stand to make his home too far from it.

THE PAVILION

"A bit less smile, if you would. You are supposed to be conveying a statesman, not a commedia buffoon."

—Sigmund Ostrand

Owned by Vendel artist Sigmund Ostrand, The Pavilion is a small struggling art gallery located in one of the town's worst neighborhoods. Ostrand is willing to work on commission and he rarely charges more than 200 guilders for any portrait work. He has painted countless portraits and never forgets a face. He keeps all of his sketches on hand in his studio, and can be invaluable in hunting down anyone he has painted.

Ostrand has also landed a lucrative deal drawing pictures of smugglers, pirates, known wreckers, and other such fiendish criminals for the port authorities' WANTED posters. However, he refuses to compromise the style he has spent so long perfecting, so his work tends to take on the pose and aspects of a nobleman's portrait — something that would look very odd on a sketch of, say, Captain Reis.

PORT WATCH OFFICES

"If I were you, lad, I'd have a good hard think about what you did and think about not doing it again. You'll feel better after a night in a cell, though."

—Sergeant Owain Jenkins

Spartan and sensible, the Port Watch building occupies a quiet corner of the docks where it maintains an innocuous but

fiercely effective presence under the watchful eye of Sergeant Owain Jenkins. The only decorations inside the guardroom are a bookshelf containing a small number of printed tracts, dissertations on legal precedent and customs law, and translations of the Vigils in Avalon and Cymric, and a long table surrounded by four makeshift chairs. The guardroom is also the only means of entry to the Port Watch, and must be traversed to reach the cells and the Sergeant's office.

The cells are cramped, cold, and uncomfortable, but Jenkins has tried to make the prisoners' stays more edified by painting quotations from the Vigils on the walls of the cells. Woe betide the prisoner who defaces any scriptural remark. Jenkins takes his work seriously, and is regarded by many as overly harsh in his treatment of any infraction upon the law, but he sees himself as a public servant fighting to maintain order in a world of criminals.

Jenkins' office is even more dour and understated than the rest of the building. He maintains an extensive file on every case he has ever processed. His desk is something of a crumbling and ancient ruin several decades older than the building it currently occupies, and his chair was salvaged from an unsolved warehouse fire. As the Watch currently consists of Jenkins and two officers, the Sergeant is currently looking to recruit civic-minded individuals to help keep the port safe. Pay is 10 Guilders a week, and Watchmen are expected to supply their own weapons.

THE MONKEY'S PAW

"You must see this! I just bought the most fascinating bejeweled dagger and — Legion's Teeth! There are those masked men again! Why are they following me?"

—Unknown customer of the Monkey's Paw

This shop, located in the middle of the town's most respectable market district, pawns goods at a reasonable and fair rate. None of the staff (a small family who lives above the shop) has ever met the owner, and they are left a fairly free hand in the running of The Monkey's Paw. The one stricture they have is that occasionally a package will arrive containing a singular oddity (Syrneth trinkets, items from the Seven Kingdoms of Cathay, or forbidden treasures from the Empire of the Crescent Moon). The contents of this package must be displayed prominently in the shop's large front window, and must always be marked at an affordable price without any question as to their origin. This strange custom makes The Monkey's Paw a wonderful source for curios that people would not ordinarily be able to obtain, but there is a hidden cost...

The treasures of The Monkey's Paw are intriguing and wonderful rarities, and certainly unique in Western Théah, but the person who buys one is suddenly plunged into a life of adventure. The artifacts are not cursed, per se, but it seems that anything that might happen does so more spectacularly around the owners of these wondrous trinkets.

D20™ MECHANICS

The benefit, if you could call it that, of devices bought from The Paw should be role-played, with mechanics determined by the GM.

7TH SEA™ MECHANICS

The Paw's wares increase the owner's Background (if he has one) to 4, but does not grant him any extra XP.

San Juan

Population: 20,000

Leader: Don Luis de Carrera (Mayor) and Juan Valdez del Fuentes (Underworld Boss)

Language Spoken: Castillian

San Juan was once a prosperous and untroubled harbor, home to a large fleet of fishing vessels, far from the concerns and machinations of the Court and the Church. When the Montaigne army crossed the border into Castille, it changed the city of San Juan forever. As General du Toille's troops advanced on the city, Don Montoya ordered an evacuation to bolster the defenses of La Reina del Mar. Refusing to abandon their homes, the people of San Juan defended the city themselves, holding du Toille's army at bay for eight days. The battle was terrible — thousands of citizens died, and two-thirds of the city was put to the torch or pulled down to barricade the streets. As horrific as the battle was, it was not the worst that befell San Juan in those dark days.

The arrogant General du Toille, enraged that those he considered beneath him had held off his advance for so long, ordered the survivors to gather the dead and wounded in the great plaza in the center of town. He then ordered the execution of every captured Castillian and had the pile of corpses burned. The stench of burning flesh permeated San Juan, and the act was widely regarded as the worst atrocity ever committed by the Montaigne throughout their entire campaign.

With the town secure, the Montaigne army commenced rebuilding portions of it to use as a base. The sparse barracks and storehouses that rose above the ruins offered a bleak view of the shattered streets. Troops stationed in San Juan suffered from notoriously poor morale and desertion was epidemic. Soldiers and sailors disappeared mysteriously in the middle of the night, which only made the situation worse, and wild tales began to circulate that the absent men had been slain or abducted by the vengeful spirits of San Juan's murdered defenders.

After the Battle of San Felipe, the Royal Navy found itself forced out of Castillian waters by Orduño's Armada. The Admirals of the Navy decided that San Juan's facilities should be used to repair and refit their vessels, so the shipyards and docks were reworked to facilitate this, which dramatically expanded the harbor at San Juan. Military activity increased as the town became pivotal to efforts of the remaining Montaigne Navy in the latter days of the war. The Montaigne sailors cleared several roads leading from the docks to their barracks but none that passed through the great plaza.

When the war ended, the Castillians returned to find a ghost town deserted by their erstwhile enemy. New Montaigne buildings sat next to the charred ruins of the old city. The first Castillian officers to march through the gates of San Juan claimed they could still smell burning flesh, and with that brief report the town's reputation was established. Displaced Castillians were reluctant to return, fearful of the city's terrible past. Nonetheless, the King was insistent: the terrors of the past must not frighten the brave people of Castille. San Juan was to be rebuilt and repopulated.

Months passed as workers came from distant towns throughout Castille. The teams worked quickly, repairing as much as they could of the old town and tearing down and/or replacing that which was beyond hope. The returning

Castillians, uncertain whether the Great Plaza should be restored as a monument to the fallen or left alone as a cursed place, shunned altogether. The docks had been refitted to a high standard but the buildings that served them still bore the stamp of Montaigne carpenters. Sadly, the destitute people of Castille, crippled by the terms of peace as much as by the war, could ill afford to destroy them. Finally the streets of San Juan shone anew and Good King Sandoval's edict was fulfilled. When the workers left so did the eyes of the world and no one cared to think about San Juan and its bitter memories any longer.

San Juan Today

Despite the peace with Montaigne and the reconstruction, San Juan has never really recovered. Castille is impoverished and the rich farmlands that once fed the people of the city are little more than scorched wastelands. There is little variety in the crops grown there anymore — gone are the vineyards, oranges, and olive groves. Now there is only that which is needed to survive. Anything else that makes its way to Rancho Zepeda does so through the docks at San Juan or along the surviving military roads.

The war left Castille with limited resources and the terms of the peace with the revolutionary government have deprived the proud nation even further. A projected garrison for San Juan was never commissioned so only a handful of underpaid watchmen in the City and Harbor Watches are available to keep the peace in the city. Unfortunately, this situation has been exploited by some of the more unscrupulous newcomers to the city.

Juan Valdez del Fuentes, once a petty smuggler in San Augustin, was rewarded for his work "transporting" supplies to the besieged city with a prize vessel from the captured Montaigne naval ships. He chose the *Le Marteau de l'Empereur*, a frigate rigged for speed which he renamed the *Benediccion* to impress the pious defenders of Castille, and returned to his old ways on a much grander scale. Not quite the noble blockade-runner his war record showed him to be, Valdez and his crew of cut-throats were able to corner the trade in extortion, blackmail, and illegal goods within San Juan. Reconstruction funds were diverted into Valdez' personal projects, funds which were used to bend the morals of the officials in charge of the town guards. Within months, Valdez controlled San Juan and, by extension, most of the underworld in Rancho Zepeda. He saw a growing market and has reached out to take it. With a government too weak to stop him and only barely aware of what he is doing, everything thus far has fallen into his hands like ripe oranges.

Today, Valdez is one of the most successful crime lords in Castille, but he has become complacent in San Juan, which he regards as his personal fortress. The liberated lands of Castille are anything but stable and sharks are moving in on Valdez' operations. Only time will tell if the heroes of Castille can fend off the bloodbath that is sure to erupt when the black marketer's power is threatened.

La Dársena (The Dockside)

The *dársena* is a desperate place, where the morally bankrupt of San Juan fight tooth and nail for every doubloon they can get in Castille's struggling economy. The buildings are an odd mix of original Castillian work, Montaigne military improvements, and cheap warehouses thrown up during the reconstruction. Houses rub shoulders with one another haphaz-

San Juan

West Coast of Castille

0 1000 2000

Scale in Feet

— approx 1/4 Mile
(Structures not to scale)



ardly, creating winding and narrow streets that run into each other without rhyme or reason. It is easy to get lost here — particularly if you annoy the wrong people.

1. LAS DÁRSENAS NAVALES (NAVAL DOCKS)

Built by the Montaigne after the Battle of San Felipé, the San Juan docks can comfortably hold four Frigates for repair and refitting. Today, they stand empty save for Juan Valdez del Fuentes' vessel, the *Benedición*, which squats in the docks with its guns run out, mute testimony to the black marketer's power in the town. As part of the Reconstruction policy, vessels may use the Naval Docks without charge for purposes of trade with the city; however, those who do find their trading "terms" less than financially beneficial. Valdez keeps at least two dozen men on board the *Benedición* at all times, ready to cause trouble on the docks or enforce any policies he chooses on the people of San Juan.

2. LOS EMBARCADEROS (JETTIES)

Small piers dot the dockside of San Juan, once home to a fishing fleet that set out every morning for the teeming waters outside the breakwater. Today, only a few enterprising souls have taken up the nets and their vessels are tethered here.

3. MONTAIGNE WAREHOUSES

General du Toille's forces erected these stores and each of the dozen identical buildings that line the harbor bears an identical mark above the door — a roughly circular series of axe-strokes obliterating the Seal of *le Roi du Soleil*. When Castillian forces liberated the city, the Montaigne buildings were left standing because they were well built and functional. Without the facilities to transport and store lumber, stone, and craftsmen, San Juan would have been left desolate for years. Today, most of these warehouses are used to store food and supplies imported to feed the population until the fields produce grain again. Seven of these warehouses are currently the property of Valdez, while the remaining five pay him handsomely to stay in business.

4. EL CAMAROTE MARINERO (THE SAILOR'S BERTH)

Once a barracks for Montaigne sailors, this building has been converted into a large and successful inn. Little of the interior was changed and most of the Montaigne Navy's fittings and fixtures remain, claimed as salvage by the inn's enterprising proprietor. The accommodations are nothing more than hammocks strung between the posts of the common room, so this is the cheapest inn in San Juan and tenants would be

advised to keep their possessions close about them. Not surprisingly, petty crime is rife in the Sailor's Berth. No one knows if this is an unfortunate coincidence or if the proprietor, famous throughout the town for his stinginess and avarice, is stealing from his customers to supplement his considerable income.

Hammocks cost the equivalent of 5 coppers a night, and a full meal can be had for as little as 20 coppers, although it will probably consist of the establishment's infamous "meat stew."

5. PAYMASTER'S OFFICE

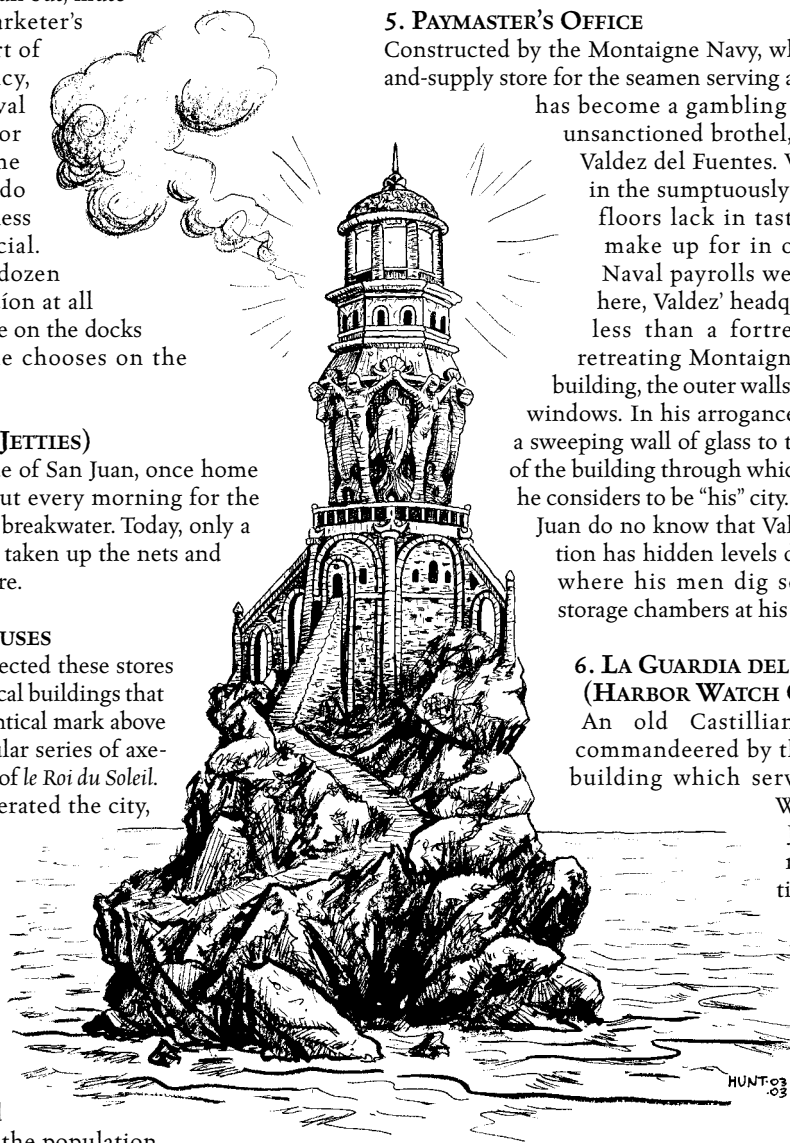
Constructed by the Montaigne Navy, what was once a pay-and-supply store for the seamen serving aboard their frigates has become a gambling den, *afyam* house, unsanctioned brothel, and home to Juan Valdez del Fuentes. What his chambers in the sumptuously redecorated upper floors lack in taste they more than make up for in opulence. Because Naval payrolls were once processed here, Valdez' headquarters are nothing less than a fortress. Although the retreating Montaigne gutted the inner building, the outer walls are strong with few windows. In his arrogance, Valdez has added a sweeping wall of glass to the uppermost level of the building through which he can view what he considers to be "his" city. Most people in San Juan do not know that Valdez' den of corruption has hidden levels deep below the city, where his men dig secret tunnels and storage chambers at his command.

6. LA GUARDIA DEL PUERTO (HARBOR WATCH OFFICE)

An old Castillian army barracks commandeered by the Montaigne, the building which serves as the Harbor Watch office in San Juan still bears the marks of the atrocities which made the town infamous. Although the Montaigne administrators dismissed the soldiers' claims that the barracks were haunted, no explanation was

offered for the mysterious fire that left twenty veterans dead.

Today, members of the Harbor Watch is terrified of the office and it has become customary to offer a prayer to Theus upon entering the building. One recruit who joked that there was more Vaticine iconography on the walls of the barracks than in the Church of San Juan itself was dismissed on the spot. The Harbor Watch is run by Sergeant Alfredo Garcia, a corrupt man with his finger firmly on the pulse of San Juan's underworld. No matter what happens in the future, he has plans to survive and prosper in the new San Juan.



El Barrio Antiguo (Old Quarter)

Most of San Juan's new inhabitants assiduously avoid *El Barrio Antiguo* because they believe it is haunted. Colonists who have moved to San Juan to start anew after the war do not like to be reminded of Castille's darkest hours or the innocents who perished here. Very little reconstruction work was done in the Old Quarter because it served no military purpose to the Montaigne occupiers. The Castillian architects who followed them simply marked the district for "later improvement" and moved on with a shudder. Today, only the poor and the hunted make their homes in the Old Quarter.

7. LA PLAZA GRANDE

The walls here still bear the scars of the Montaigne invasion, blackened beyond hope. Attempts to repaint the walls failed because the soot always shows through by the next morning, further contributing to the fear the people have of this place. The buildings that once looked out over the Plaza are nothing but ruined shells, believed to be home to vermin. In truth, this is not far from wrong.

Antonio Scalieri, a killer and opportunist from Vodacce, makes his home in the burnt-out shell of the nearby Governor's Mansion, where he plans to kill Valdez and usurp his hold over San Juan's trade in illegal goods. Fearful about operating alone, Scalieri sent his brother Eduardo to seek out the renegade Prince Caligari to bargain for control of the city's trade. With the backing of a desperate madman like Caligari, who knows how successful Scalieri could be? Who can truly say what kind of damage his ambition would wreak on San Juan?

8. LAS CALLES OLVIDADAS (THE FORGOTTEN STREETS)

These quiet roads once were the arteries of San Juan, bringing people to the great Plaza. With the reluctance of the new inhabitants to even approach the Plaza, these streets have become deserted. Unbeknownst to even Valdez' informants, a few drifters have settled into these ruined houses over the past few months — agents of the Rilasciare. Initially they came to Castille to speak out against the tyranny of Church and State; however, they have seen nothing but good in the Vaticine Church's servants in San Juan. Discarding their previous agenda, the Free Thinkers have instead sworn to bring down the corrupt regime that rules San Juan behind the scenes. What they will do after that, even they do not know.

9. THE CHURCH OF SAN JUAN

Older than the city itself, the little Church of San Juan had stood since the time of the Third Prophet, welcoming the congregation with its solitary brass bell every week for longer than anyone in the city has been alive. Like so many things that changed with the Montaigne occupation, the Church is now bare. Both army and naval officers looted what few treasures it had and the building itself was consumed in the fires that ravaged the Old Quarter.

Bishop Carlos Zepeda has vowed to recover the lost treasures of San Juan, and Padre Esteban Rodriguez, who keeps a ledger detailing the items lost to looters or fire, tracks this effort. Although funds are limited, Bishop Zepeda has instructed the priest to sponsor, at least in part, retrieval expeditions. The Church can ill afford to spend more than a hundred guilders, but assures anyone who rescues reliquaries, icons, paintings, Prophets' Crosses, or other devotional items

from the opportunistic heathens who seized them that they will have the eternal gratitude and respect of the people of San Juan.

The Church stands much taller now than it did before and its whitewashed walls make it the most noticeable building in the Old Quarter. Its construction is simple and hasty, but it is sturdy enough. The same bell hangs in its bell-tower, although so warped by the flames that it will no longer sound.

Padre Rodriguez has begun work on rebuilding and clearing large sections of the Old Quarter while casting about for wealthy sponsors to help build housing for the poor. Sadly, no honest merchant is wealthy enough to help. If he cannot find the funds he needs soon, the good Father may need to turn to Valdez for help.

By unwritten law of the underworld, the criminals of San Juan consider the Church neutral ground. No one will pursue an enemy into the church, and none, even the most ruthless, will carry a weapon on holy ground.

10. THE CITY WALLS

Sections of the old city walls are still standing in the Old Quarter. The Montaigne army anticipated an attack from the South, and the southern sections of the walls were most stable, so they were simply converted into a makeshift stockade against the southern bulwark.

Today, they purportedly house a garrison of King Sandoval's army, although no soldier has ever reported for duty there. At least twice a week, San Juan's thriving black market meets within the city walls, quietly and discreetly bartering for illegal and difficult-to-find goods on the stockade's parade ground. Most of the black marketers pay their respects and tribute to Valdez, whose frigate ensures that their goods arrive in San Juan unmolested.

11. LA PLAYITA (THE LITTLE BEACH)

Overlooked by the high streets and accessible only by a winding and slippery stairway carved into the cliffs, this small, rocky, unassuming strip of sand is the major source of Antonio Scalieri's income. With most of the black market operations in San Juan moving through the Naval Docks, the apathetic and corrupt Harbor Watch pays no attention to the little beach. Boats unload goods and arms for Scalieri and his few followers almost every night, and there are few enough people living in the Old Quarter for his movements to go completely unnoticed.

El Pueblo Nuevo (New Town)

New Town is a broad label applied to many areas of San Juan, from the north side of the city to the newly constructed housing outside the city walls. Generally the most populous and sober area of San Juan, New Town seems on the surface to be untouched by the corruption that festers in Dockside. However, it has not gone untouched by the wretchedness of San Juan, and many visitors cannot help but feel that the quiet fields and bright houses hide something more sinister than the haunted streets of the Old City.

12. MERCHANTS' ROW

This road still smells of sawdust. The paint on the wooden buildings is little more than cheap whitewash, but the fresh new houses seem brighter and more cheerful than any others in the town. Beyond the old city walls, new San Juan is finding its feet. Many honest merchants ply their trade here,

from bakers and cobblers to blacksmiths and physicians. Unfortunately, many have fallen victim to Valdez' greed, forced to pay him tribute to keep their shops open and their families unharmed. Anyone who could run Valdez out of town would certainly never go hungry in San Juan!

13. LA CASA TORRES

This nobleman's mansion that overlooks the city from the rolling hills nearby was once the center of the Torres vineyards before becoming the Gubernatorial Residence under Montaigne occupation. It is currently occupied by Don Silvano del Torres, who houses the City Watch in the spacious rooms and pays them from his own pocket. An agent of Los Vagos, Don Silvano works tirelessly against the crime and corruption in San Juan, although he has but a few watchmen and was grievously injured in the war himself. Physically incapable of donning the grinning white mask himself, he has sent numerous messages to his contacts in Los Vagos, beseeching them for aid on behalf of his beleaguered city. He matches wits with Valdez and his cronies as best he can from the confines of his home but every day that passes erodes any hope he has for San Juan's future.

El Barrio Septentrional (Northern Quarter)

A tranquil haven in the troubled city, the peaceful Northern Quarter looks down its wide thoroughfares to a calm and untroubled sea. Many of San Juan's more prosperous citizens make their homes here, including Louise van der Geld, a formerly legitimate merchant of the Vendel League who is throwing her considerable resources into an effort to gain control of the San Juan underworld. Using less than reputable contacts among the Vendel ships coming back from colonies in the Midnight Archipelago and smugglers who are willing to travel to Crescent Empire, she has all but cornered the market in exotic goods. She tells herself that once Valdez' control of the city is broken, she will turn her back on the criminal lifestyle, but she has come far in a short while, and those close to her question whether she will be able to give up her thieving ways when time comes.

14. LA CASITA (THE LITTLE HOUSE)

This small and unassuming house is one of San Juan's best kept secrets — an inn run by Miguel Dominguez, who claims he was once ship's cook aboard the *Corazon del Castille*, Admiral Orduno's flagship. No sign advertising Miguel's services is needed because word of mouth alone ensures that the pleasant innkeeper never wants for customers. Miguel, an exuberant man full of patriotic pride in the Armada, will house and feed Castillian sailors for free.

In reality, Miguel is Michel du Lanchête, a spy for the Montaigne Parlement sent to keep an eye on Castillian troop and fleet movements in Rancho Zepeda and its waters. Michel happens to be an excellent cook, though, and genuinely enjoys the praise and company his cover brings him. If he were to be discovered, he does not know if he would flee to Montaigne or just ask people to keep quiet about it and get on with the business of running his inn.

People of San Juan

JUAN VALDEZ DEL FUENTES

The black marketer and de facto ruler of San Juan, Valdez controls the economy of most of the City, and it shows on him. His clothes are expensive but not tasteful, and the pleasures afforded by his station are starting to soften him. Valdez is considerably paunchier now than he was a year ago, and his passion for alcohol and large dinners is starting to wear on his health. He has not lost his ability to think his way out of a situation, however, and runs his criminal empire with murderous and selfish efficiency. Valdez' first instincts are to protect himself, and he would not hesitate to betray even his most loyal followers to save his skin.

DON SILVANO DEL TORRES

The most active opponent of the criminal cartels operating out of San Juan, Don Silvano is an unlikely hero. Indeed, most of the people of San Juan have never seen the reclusive Don. Confined to a wheeled chair of his own devising, the old soldier has lost none of the courage that made him a war hero. He has spent many hours studying the habits and movements of Valdez and has learned that at least two crime syndicates are working in San Juan, although he does not know who leads them. He is impressed by the forthrightness of Louise van der Geld, and is considering recruiting her aid in bringing down San Juan's crime lords.

ANTONIO SCALIERI

Cunning and deadly, Scalieri has spent most of his life refining his talent for killing. In his native Vodacce, he was well paid to assassinate nobles and his own kind alike, and was considered one of the most ruthless in his profession. After assassinating a cousin of Prince Mondavi, Scalieri fled to Castille where, within the debris of the war, he would not be sought.

Scalieri has prematurely gray hair and a powder burn scar on his left cheek. He has the habit of wearing white clothes beneath a gray coat. His weapon of choice is the stiletto.

LOUISE VAN DER GELD

Louise, in her mid-30s with sandy hair and sky-blue eyes typical of her nation, is the tallest woman in San Juan. She dresses in an odd combination of Vendel and Castillian fashion that has yet to catch on throughout San Juan. Her striking appearance is reinforced by her forthright personality: She displays the fiery tenacity of the Vestenmannavnjar legends in her business dealings. When she has a point, she will not be deterred from it. Her efforts to unseat Valdez from power are weighing upon her, and the strain is beginning showing on her face.

DON LUIS DE CARRERA

The Mayor of San Juan, Don Luis has been steadily accumulating a small personal fortune through bribes from Valdez and his cronies who thus encounter no resistance in their "business" dealings. Although he lacks the courage to face Valdez, Don Luis is a good man at heart. Powerless in all but name, he paces his residence, trying to figure out a way to use Valdez' money against him.

PADRE ESTEBAN RODRIGUEZ

Padre Esteban has the misfortune to be a decent priest in a viper's nest like San Juan. All he wants to do is keep his flock safe and guide them to better lives. Instead he finds his efforts to improve lives thwarted by a callous criminal, a city wracked by corruption, and too few people who are not scared off by Valdez' thugs. At night, when the old priest goes to bed, he sometimes thinks he would even welcome the Inquisition's presence...

An Adventure in San Juan: I Had a Little Nutmeg

THE CARGO

The PCs find themselves rudely awakened at dawn by the harbormaster who demands to know how they obtained the five barrels of nutmeg sitting on the docks. These five barrels, which the PCs have never seen before, are nonetheless signed in an unknown hand as part of their cargo. Just when it looks like an unknown benefactor has given them a valuable commodity to trade, their ship is impounded pending a Harbor Watch investigation. Senior Valdez reported that five barrels were missing from his warehouse this morning. (Actually, they belong to a merchant from whom Valdez "liberated" them.)

Assuming they can talk their way out of an instant arrest, there should be enough clues to point the PCs to a couple of thugs working for Scalieri. If the PCs go to Valdez with that information, they might be able to convince him to release their ship and let them go on their way. On the other hand, if they keep digging, they might be able to find out that the intermediaries who paid Scalieri's men actually work for the Mayor, who hired them in the hopes that Valdez and his rivals would wipe each other out.

(**Note to GM:** While the PCs hunt down the cargo's origin, it is important to create a sense of urgency. For example, if they are going to an inn to look for a source of information, have Harbor Watch officials already there, and have them try to arrest the PCs. If they walk down the wrong street, Valdez' men will undoubtedly try to kill them. In the end, the PCs should have at least three choices: sell Scalieri to Valdez, sell Carrera to Valdez, or take arms against crime in San Juan.

If they tell Valdez that Scalieri stole the barrels, it will likely touch off a large and dangerous gang war. If they tell him it was Carrera, the Mayor will not survive the day, but the city will be safe. If they decide that Valdez' malign influence on the city cannot be endured any longer, that is probably the start of something a whole lot bigger. Welcome to San Juan!

Using San Juan in Other Campaigns

With a little alteration (denomination of the Church, a few names here and there) San Juan is a disaster that could happen anywhere. If your PCs have been off adventuring for a while, perhaps sailing far beyond the horizon, have them return home with a load of treasure and a remarkable tale to a town transformed by war into a hive of crime like San Juan. After a long campaign, their renown and their wealth will make them prime targets for someone like Valdez.

A town like San Juan makes an excellent base of operations if your PCs are swashbuckling rogues. Given the city's lax laws and corruption, it is a safe place to lay low for a while.

Cardican

The city of Cardican has always been a true sailor's town on the west coast of Avalon. Over the years the shipyards, warehouses, mercantile concerns, taverns, and associated trappings of the shipping trade have taken up an increasing amount of space, forcing most of the residential areas and other services outside the city walls.

To the north, the High Downs look down on the city from cliffs and sweeping bluffs with winding roads built into them. To the south, St. Beda's Marsh lies among foggy and dangerous moors. Many of the houses in the Marsh are built on raised wooden platforms, and the roads themselves are raised above ground level to get away from the dank atmosphere and thick ground fog. The turbulent Fen River runs through a gorge which cuts the High Downs off from the rest of the city, and is only fordable at two points: Wide Bridge near the river's mouth, and Flynn's Bridge, an elaborate pulley system set up over the highest point of the gorge.

The inhabitants of Cardican, like most of their countrymen, are fond of a good tale. They claim Cardican is older than Avalon itself, created by the Fair Folke to give the humans somewhere to hide from the rain. In truth, a Highland raider founded the original city, Caer Duggan, somewhere in the distant and hazy past of Avalon's history. Although little is known about Duggan (as history assumes his name to be), he apparently built a castle on a small island that provided safety from the wandering brigands who plagued Avalon.

The ruins of Duggan's Castle still stand at the center of the island, usually obscured by light drizzle. To many people, the ruined castle atop the small craggy island is their first glimpse of Avalon, either breathtaking or dampening depending on the day. Lookouts who hail from Cardican are known to etch the skyline of their home into the crow's nest so that they never forget even a single chimney.

Cardican is really two towns — mainland Cardican and the Island. Until the fifteenth century, the Island — a barren chunk of rock almost a mile out from the coast — was regarded as little more than a nuisance by the pilots and captains who frequented Cardican's harbor. In 1487 Roderick Saint Just, a local dignitary who desired nothing more than plenty of foreign trade despite Cardican's notoriously inaccessible harbor, had a vision. Taxes were raised and channeled into an audacious civic works project — the creation of a workable harbor off of the Island itself. The obstacle became the solution to Cardican's problems, and Saint Just soon found himself appointed Lord Mayor of the city, a position his family held until Elaine came to power.

With the return of the Graal, Claudius Addington St. Just, now an old man and the last of his line, asked that he be allowed to resign and to pass that position of Lord Mayor on to Lady Alison Moore — at only 28 years old, undoubtedly the youngest Mayor Cardican has ever had. Claudius can usually be found on the High Downs, cultivating his elaborate collection of exotic flora and working on his history of the Numan Empire.

Cardican Today

Along with most of Avalon expeditions and all official expeditions of the Explorer's Society, Cardican has become the first stop for the inquisitive, ambitious, or treasure-hungry. On average, one ship leaves the docks every week



Cardican

West Coast of Avalon

Duggan's Isle

Ferry Dock

The Frothing Sea

The Wide Bridge

The High Downs

Fen River

The Narrows

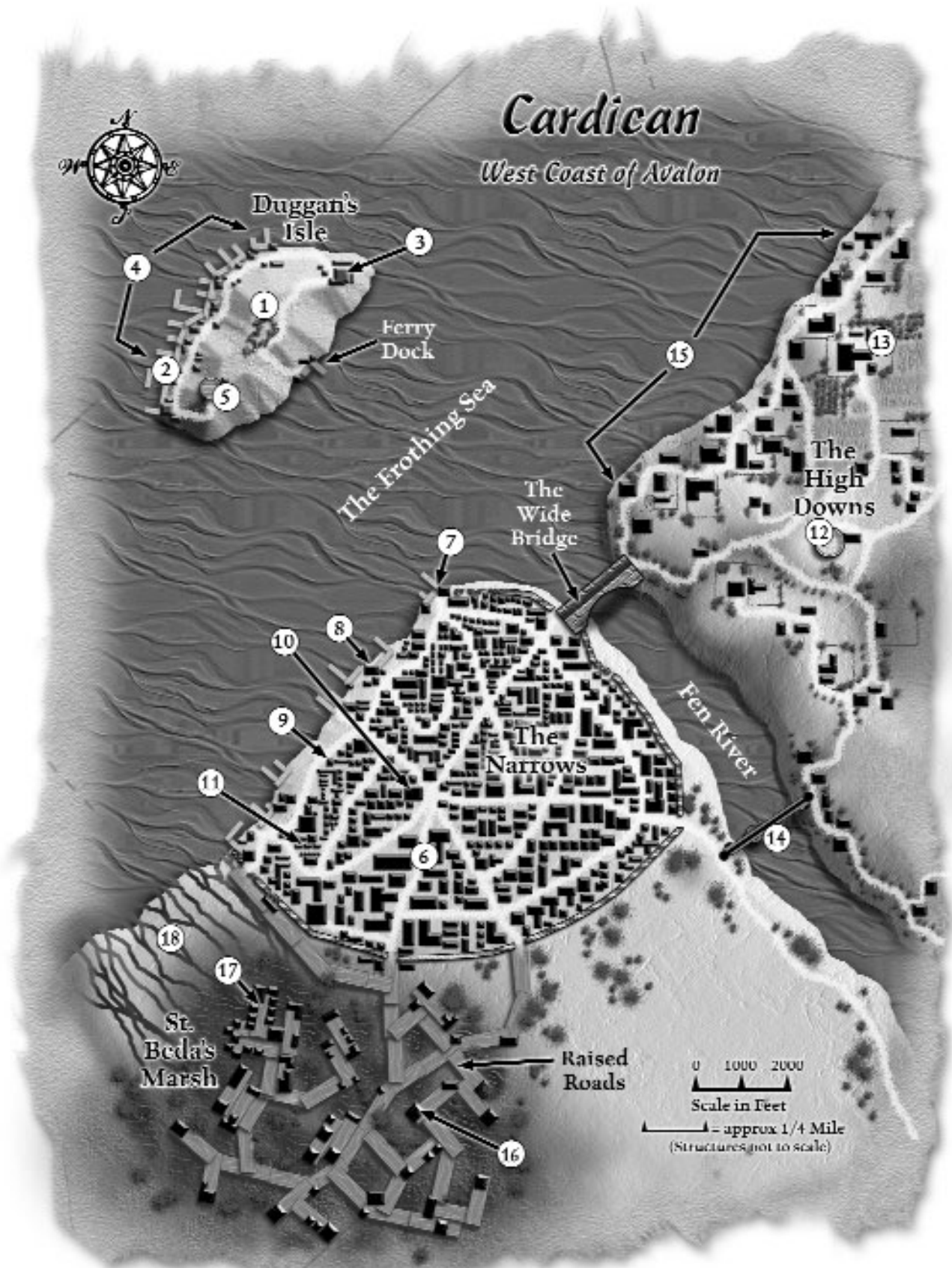
St. Beda's Marsh

Raised Roads

0 1000 2000

Scale in Feet

— = approx 1/4 Mile
(Structures not to scale)



headed west in search of something even Dr. Jacob Faust cannot adequately describe. This has created a strange atmosphere of euphoria and jubilation in the town. Cardican regards itself as the first step on the journey to something new, and celebrates each departing ship with great pomp and ceremony, but there is also a sense of unease creeping into the townsfolk's celebrations. After all, so many ships leave, but how long before they return? Some people whisper furtively over a hot mug of Fenshire Ale about whether the ships will indeed ever return...

With increased traffic from the Explorer's Society and great interest throughout Avalon, Cardican has found itself thronged with another commodity: noble dilettantes. The Explorer's Society has captured the imagination of many of Avalon's younger nobility, gentlemen and ladies of wealth and leisure who are eager up to sponsor and, in cases that exasperate the Explorer captains the most, accompany the adventurers on their voyages. The nobles generally buy houses wherever they want to, assuming that their mere presence will "improve" the neighborhood.

Besides the Society and its ships, another significant factor in Cardican's future is one that most of its citizens do not see. Agents of die Kreuzritter control the Merchant Venturers Association, and are using its considerable power slowly and imperceptibly to force the Explorers out of business and out of Cardican. Even among the hierarchy of the Black Crosses, few can say why the Guardians of Cardican have chosen such an unorthodox method to oppose the Explorers.

Duggan's Isle

As many sailors' first view of Avalon, Duggan's Isle lets them know what to expect right away. It is almost permanently gray, drab, and drizzling, and the sober inhabitants glower uninvitingly at any boisterous visitors. Once, the Isle was home to a grim sect of scholarly monks, the Order of St. Beda, whose self-appointed task was to chronicle the history of Avalon.

After the opening of the Isle as a harbor, the monks found the peace they had enjoyed shattered by rowdy sailors who laughed and sang in the streets, and women giggling at all hours of the day or night. Drawing upon their legal knowledge, the monks forced the Mayor into a corner: either prohibit the consumption of alcohol in any standing building or street upon the Isle or lose all rights to the use of the place. Saint Just agreed, much to the relief of both the monks and the mainland taverns, who could now trade on much better terms with their visitors. Not surprisingly, the Isle is perhaps one of the city's gloomier neighborhoods, eclipsed only in its seriousness by Holy Street.

1. THE CASTLE

Not much more than a ring of stones, the Castle was once home to the ancient rulers of this land. While little of it remains, the sole standing wall is climbable and offers an excellent view of mainland Cardican. The ruins of the Castle have also gained notoriety among the sailors who frequent Cardican as one of the only places on Duggan's Isle where they can drink without being spotted by the vigilant monks.

2. THE VON KASTER SHIPYARDS

The von Kaster Shipyards, home to the Explorer shipwright Barnabas von Kaster, are the pride of the Explorer's Society. A Carleon native for most of his life, von Kaster is quickly

building a reputation as an eccentric for himself. Once, when returning home from a late discussion with some officers at the Castle, the inebriated von Kaster had an idea that would not leave him alone. To this day, he denies scrawling the plans for a new wide-beamed ocean-going vessel on the local fishmonger's wall in the dead of night.

The von Kaster shipyards are mostly given over to the repair and refitting of salvaged vessels as part of the Explorer's Society's policy of discovering what lies in the uncharted West. Ships flying the Society's flag can expect the best treatment from von Kaster, and need never pay for repairs incurred as on the Society's service.

3. THE MONASTERY OF ST. BEDA

The monks of St. Beda are notoriously protective of their library and do not welcome "visitors" to their island. Three burly brothers of the Order forcibly hurled an Explorer who scoffed at an illustration in a late twelfth century bestiary out of the Monastery. The Abbot immediately forbade Society members from ever setting foot within the monastery until they developed a proper reverence for Holy Scripture and the monks' work. The monks are not selfish, however, and will share their impressive collection of theological, historical, philosophical and scientific manuscript volumes with any scholar who can impress the Abbot with the proper degree of humility.

4. CARDICAN DOCKS

The renowned dockyards and warehouses on Duggan's Isle account for approximately two-thirds of the buildings on the island. So much space has been allocated to storage facilities that many crews, eager for a night ashore but too late to catch the last ferry to the mainland, have been known to sling their hammocks in the cavernous warehouses. Sailors who have taken refuge there often have to put up with the monks chanting their dirge-like hymns to St. Beda as they wander about the Isle. According to the grinning Merchant Venturers Association guards, the monks never do this if they know the buildings are empty.

5. THE LIGHTHOUSE

The town's lighthouse also doubles as the Harbormaster's office. A previous Master moved the office to the top of the lighthouse, just under the beacon, so that he could view the docks and get a better idea of which ships were coming and going from the Harbor. When the harbor were completed, Roderick Saint Just decreed that ships were not to be charged more than a shilling a day to use the docks, and this law remains in force under the Harbormaster's care.

Master James Anstruther has a profound hatred for the 125 steps he must climb every morning, so he invests as little effort as possible to collect the token shilling from his charges. A miserly (or clever) captain knows to dock his ship after the Harbormaster has begun the arduous climb to his quarters.

The Narrows

The Narrows, so called because of its cramped streets, is the oldest part of mainland Cardican, and the only part of the growing city that still lies within the old city walls.

6. DEVLIN HOUSE

Donated to the Explorer's Society in 1635 by Sir Anthony Devlin, this spacious town house has become the hub of operations in Cardican for the least secret Secret Society in Théah. The Explorers hold lectures, catalogue artifacts, and court possible patrons here. They even maintain a small museum in the old servants' wing. All of this activity, coupled with the enormous number of shipping records kept here by order of the Headmaster, requires a truly massive array of scribing clerks, filing clerks, accounts masters, and secretaries — which the Explorers do not have.

Much of the business of Devlin House falls squarely on the shoulders of Reginald Coleson, an Explorer who formerly worked for Stefan Heilgrund and retired to Cardican for some quiet. The rush of expeditions west has made his job considerably more difficult, and his polite requests to Carleon have fallen on deaf ears. Reg manages a staff of three who regularly catch the ferry to the von Kaster yards and bring back crates of documents for the beleaguered Explorer. (His personal life has become equally complicated. He is now vying with Jonathan Flynn for the affections of a young Castillian tavern girl named Gabriella Sanchez who has utterly captured his heart.)

While many sections of Devlin House are open to the public, the security around the rest of the mansion is considerably tighter than one would expect in such a public building.

7. SIMEON'S FERRY

Owner of one of many ferries that have operated the stretch of water from the Narrows to Duggan's Isle over the years, Simeon Jacobson was used to having everything his way until last year, when the Explorers opened another ferry station three streets south of his. Although he is not a greedy man, he cannot compete with the Explorers' ferry (despite the fact that it only runs when they have business on the island) and is considering taking drastic steps to bring business back his way.

8. THE MAP ROOMS

Cardican's most famous tavern, The Map Rooms, is actually five buildings and a stable that knocked together into one large labyrinthine meeting-place. Convivial and pleasant, The Map Rooms are the first mainland stop for any visiting captain, as ship's crews are allowed a free drink if they will deposit a chart of their course with the landlord who has a display of many such nautical charts on the walls of his establishment.

Aside from the good food and drink, The Map Rooms are an excellent source of nautical charts — if you can find the one you are looking for in the bewildering number of rooms. Garbriella Suarez, a former lady-in-waiting to a Castillian Dona and Cardican's resident mysterious beauty, works here and knows the precise location of every chart. She has no idea how Flynn and Coleson feel about her, even though they have almost come to blows in her presence.

9. THE MERCHANT VENTURERS BUILDING

One of the most respected and ancient of Avalon's mercantile trusts, the Merchant Venturers of Cardican regulate and sponsor trade and vessels, as well as Cardican's businesses. They also see themselves as civic-minded authorities responsible for the upkeep and smooth running of the City.

The Merchant Venturers Building is a solid example of their philosophy, with a wide front in the Numan style and their motto blazoned in Théan above the polished oak doors. A board of ten members, of which the only permanent member is the Secretary, administers the association. The current secretary is Frederick Smythe, an agent of die Kreuzritter who worked his way through the ranks of the Merchant Venturers. As the only permanent member of the board, he is slowly steering the committee toward policies that make matters more difficult for the Explorers. A recent ruling forbids any ship owner from taking out a loan with the association for a speculative voyage, a policy that makes matters difficult for the intrepid Explorers, but one which is still entirely within the parameters of the Merchant Venturers.

10. HOLY STREET

Less of a building and more of a theological oddity, "Holy Street" is the local nickname for St. Jerome Avenue. This road contains more churches than any other in Avalon: Church of Avalon, Vaticine Church, Vendel Objectionist Church, Highland Objectionist Church, United Highland Objectionist Church, Established Highland Objectionist Church, and even a small Ussuran Orthodox congregation which meet in a baker's loft every Voltadi at noon for songs and vigils.

Despite the vast difference in religious opinion crammed into one long narrow street, there is surprisingly little in the way of religious violence in Cardican. Indeed, the religious leaders of Holy Street, united only by their universally humorless demeanor, make no attempt to criticize each other, swaying parishioners over to their views only by espousing the Truth as they see it more fervently than each other. This behavior makes Holy Street a dangerous place for those not in possession of enough theological knowledge to argue themselves away from some very insistent priests.

11. BUTCHERS ROW

This alley houses four of the city's nine butchers, as well as many taverns, a bakery that only produces cream cakes, and The Ivory Dice, Cardican's only official gambling house. As there is no space for the butchers to dispose of their offal at the rear of the alley, much of it is simply dumped in the street, which produces a powerful smell. Only the strongest-willed can walk the length of Butcher's Row in summer!

The High Downs

Home to many buildings erected by Cardican's more prosperous merchants, the wide streets and leafy lanes of the High Downs stand in stark contrast to the crowded muddy roads of the rest of the city. Outside the walls, the gentry of the High Downs wander through fields and elegant formal gardens.

12. CARDICAN OBSERVATORY

This beautiful building, housing some of the finest telescopes and *camera obscura* in Avalon, is open to the public by order of Queen Elaine and the people of Cardican are welcome to come to the Observatory to view the marvels it contains. However, the keeper of the Observatory, the acerbic Dr. Jonathan Flynn, has added the proviso that no member of the public is ever, under any circumstances, to touch anything. Residents of the Narrows often come to the Observatory not to view its scientific marvels but to watch the rake-thin scholar physically hurl gentlemen from his presence for laying a finger on one of his precious lenses.

A brilliant inventor, there is little that Flynn has not attempted to turn his hand to at one time or another — he even has plans for a great linen wing that will allow its user to glide through the air. It is only a design, but he is unshakable in his confidence that it will work. Flynn's talent for natural philosophy is unquestioned, but his rude and sarcastic manner often drives away those who need his help. Aside from his work, the only thing that gives Dr. Flynn any pleasure whatsoever is his ongoing feud with Reginald Coleson of the Explorer's Society over the affections of Gabriella, the exotic serving-girl at The Map Rooms.

13. THE MOORE ESTATE

Ancestral home of the Moore family, the estate, set in thirty acres of newly designed gardens and surrounded by the family's dairy farm, has recently become the seat of civil power in Cardican. Despite the Estate's distance from the city proper, most of those who have to meet with Cardican's young Lady Mayor have no problem at all with a leisurely stroll through the High Downs' most scenic areas to reach her offices.

Lady Alison is one of Cardican's most involved, if somewhat controversial mayors. Rumor has it that she once met Azariah Brown, the Highland Objectionist Minister, while she was at breakfast. Brown said he could not wait to see the Mayor, so Lady Alison breezed out blithely to meet the thundering preacher clad in only her dressing gown. It is said that Brown fainted on the spot, and had to be revived with brandy. The incident typifies Lady Alison, who is anything but demure. If she feels something has to be done, she makes sure that it is done quickly or someone is likely to experience her mercurial temper firsthand.

14. LYNN'S BRIDGE

A competition was held in 1665 to find the most inexpensive way to cross the Fen River. The Merchant Venturers built a rickety pulley system on an iron bar attached to a sturdy woven basket was without a doubt the cheapest system to be found, although by no means the safest. Originally designed as a mental exercise by Dr. Flynn, it won the contest, much to the scholar's surprise. Since then, Flynn has sworn he will design and construct a bridge to span the Fen where the support struts for the pulley are currently strung. He heard vague rumors about a particularly beautiful and sturdy method for bridge building devised in Cathay but no one has been able to produce a single rendition of it.

15. SHOT ROW

These sturdy, well-built houses overlook the Frothing Sea from the very edge of the High Downs. They were erected at the expense of local duelist and gunsmith Persistence Black from monies obtained from firearm patents, and she rents them out at low rates to anyone except swordsmen, whom she blames for the death of Erl Rasmussen with whom she often corresponded.

St. Beda's Marsh

St. Beda's Marsh is as different from Cardican's other neighborhoods as it is possible to be. Although the surrounding scenery is bleak it is not without a certain stark beauty. Unlike the Narrows, the houses are placed nicely and the air is as clear as can be expected. The most distinctive feature of St. Beda's Marsh is the elevated streets and buildings that rise

up from some of the most treacherous bogs in Avalon. The Marsh has produced a great number of fine sailors who believe that a native of St. Beda will always return home safe if he keeps one of the smooth stones found locally in his pocket on voyages.

16. PERSISTENCE BLACK'S SHOP

Born and raised in St. Beda's Marsh, gunsmith Persistence Black still lives above her small shop in Saint Just Road, refusing to move to one of the finer townhouses she has built in the High Downs. Any of the firearms detailed in *Swashbuckling Adventures™* can be purchased here, and Persistence is more than capable of making custom-built pistols for those that are willing to pay her prices.

17. CEDAR AVENUE

This wide road — essentially a wooden bridge over a small bog — is lined with inexpensive houses. Cedar Avenue is infamous for its ability to allow criminals with knowledge of the bogs to pass unnoticed beneath Cardican. The citizens of St. Beda hang lanterns beneath the street. As well as making any criminals who sneak beneath the wooden road more visible, the lanterns give the Avenue an appealing glow on winter evenings, although they increase the risk of fire and explosion.

18. MERCHANT VENTURERS' DRAINAGE PROJECT

The Drainage Project's headquarters is a large stone building overlooking the stony beach. Concerned with draining the Marsh for the good of its' inhabitants' health, the Project works tirelessly on ditches and tunnels running to the sea under the supervision of Llewellyn ap Daffydd, a renowned engineer from Teneborc who supervised a large irrigation project there. Anyone can get work digging for the drainage project. The pay is a shilling a day but the work is tiring.

People of Cardican

DR. JONATHAN FLYNN

Flynn's miserable disposition hides no deep loneliness or sinister bent. He simply feels that people get in the way of his work. His current project, a complete astronomical map, would have been finished a year ago if the Queen had not ordered that the Observatory be opened to the public.

REGINALD COLESON

Reg has decided that fieldwork, at least for now, is more trouble than it is worth. On the other hand, keeping the Society's records is hardly turning out to be a walk on the Downs. (*For more information, see The Erebus Cross™ trilogy.*)

LADY ALISON MOORE

Lady Alison is little more than she appears, a dedicated public servant and someone who will harbor no nonsense. Standing barely five feet tall without shoes, the diminutive Lady Alison has nonetheless brought a dedication to the mayoral office that few before her ever have. She is in favor of the Explorers' current activities in the town, as they have made Cardican one of the most famous towns in Avalon overnight, and brought it the prosperity it needs to improve its lot.

FREDERICK SMYTHE

Smythe is a simple clerk. Nothing more, nothing less. Were it not for the fact that, on the orders of his superior, he steers

the Merchant Venturers around the Explorers as carefully as he can, he would do very little besides take the minutes of the committee. Smythe does not know the identity of his superior, but he believes passionately in the cause — keeping the world safe from things it should not know.

PERSISTENCE BLACK

One of Cardican's most famous citizens, Persistence Black grew up in St. Beda's Marsh, the only daughter of Objectionist parents. She took to the craft of gunsmithing and found she had an aptitude for it. Pistols made by Mistress Black are a celebrated rarity, and it has been remarked by one Montaigne pistolier that they are only a fraction less beautiful than their creator. Persistence does not regard herself as attractive, thanks to a red scar across her left cheek, an ugly reminder of the Swordsman's Guild's contempt for "her kind."

An Adventure in Cardican: The Rewards of Persistence

Persistence Black, Cardican's famous gunsmith, is accustomed to trouble. It finds her on a regular basis. However, today she may be in just a bit more trouble than she can handle. Last week, she wounded a Swordsman in a duel. He swore revenge and returned to Cardican with a squad of Razors to make good on that promise.

As the players relax in The Map Rooms, the beautiful gunsmith flees across their table pursued by several angry armed men. Whatever the players' views, it is unlikely they will allow a young woman to be cut down by men swinging swords. It is also unlikely they will be able to defeat a squad of the Swordsman's Guild's best men easily.

If the players are new to Cardican, a frenzied chase across the city away from the Razors should be the perfect introduction. If they are familiar with the place, give them a moment to figure out where to lead the Razors so that they can turn the fight to their advantage.

Any battle with the Razors should be dramatic — swinging from Flynn's Bridge, in and out of the masts of a half-built ship in the von Kaster yards, diving for cover in the Secure Artifact Wing of Devlin House while the Explorers attempt to chase the Razors and the Heroes out of the building...

Assuming the party is victorious, Mistress Black will undoubtedly be most grateful!

Using Cardican in Other Campaigns

An isolated island, a marsh full of mystery, and a secret organization devoted to unearthing obscure relics — this is a combination for adventure and danger no matter the location or era. GMs have a rich setting from which to launch an adventure. Perhaps the party encounters a shadowy patron in a tavern, a man who is willing to pay an exorbitant amount to retrieve a map. The money is so good, the party may overlook the threat of disaster. The players as members of the secret organization may have just returned with a new relic. Although they may not be certain what it does, the entire island will find out soon enough...

But Is She Fast? — Smugglers

There are plenty of ways to make a covert living on the seas of Théah, but none carries the reward and risks of smuggling. Pirates target a ship and take, by force of arms (and armaments). With one notable exception, no pirate wins every fight or sinks every ship encountered. Unless he possesses good information, a pirate rarely knows if the ship he has taken is as rich a prize as he hoped when he first spotted it.

A smuggler, on the other hand, has to know not just what to smuggle and where to take the goods, but also where he will get the best price and who he can trust to buy it as well. His advantage over a pirate is that he knows what he is getting himself into every time he takes a job. He knows what he is carrying and how much money he should make from it, as well as the risk involved for that sort of task. Well, most of the time anyway.

What is a Smuggler?

This may seem to be an obvious question. Simply put, a smuggler is someone trying to take goods that do not belong to him to a place they were not meant to go. There are certain times when certain "normal" actions become smuggling. If the Montaigne coastal guard catches you with a cargo full of cloth, they will happily let you go. However, that same cloth will get you arrested for smuggling if you land in a small cove and sell it to a merchant without paying any tax.

Types of Smuggling

There are two basic types of smuggling. The first is motivated by a desire to avoid taxation. Almost every port and harbor in Théah demands a percentage of the value of any cargo loaded or unloaded on its docks. Ports are expensive to run and they need to make money somehow; besides, the government usually likes to take its cut from a healthy economy. Merchants are taxed on the sale of their goods as well so many of them are prepared to pay a little extra to a ship that will land their goods "somewhere else" if it means they can avoid the tax. This makes the government unhappy, which means they raise taxes and so it goes.

The second type of smuggling involves trying to avoid taxes or trading illegal goods. Many products and services are banned by the Church or abjured by people of good sense. Goods and Syrneath artifacts from the Crescent Empire fall in the former category, slaves in the latter. This type of smuggling is more dangerous because getting caught with these items on board is a crime, the difficulty encountered with trying to get them ashore notwithstanding. For the bold, of course, the advantages outweigh the problems.

For some reason, forbidden or illegal goods are often far more desirable. In fact sometimes people want them because they are illegal. Those who are willing to take the risks to provide these items believe that entitles them to charge a higher price, making an illegal cargo worth several times that of a legal one.

Dealing With Opposition

As well as being well acquainted with his trade, a smuggler must be aware of the laws that seek to curtail his business. He must also be aware of the dangerous and “safe” parts of any smuggling operation. If he runs from the coastal guards or fires on them with the intention of smuggling his cargo ashore at the next port, he is a fool. When the authorities catch him they will tear the ship apart and even if they cannot find anything, they will probably arrest him anyway because they know he is up to something; that is, if they have not already sunk his ship for firing on them in the first place.

Smuggler captains and crews are the calmest and most level headed of the seafarers. So much of the job is based on looking innocent, hoping you don't get searched. Only the cool-headed captains get rich in this business. As the risk increases, so do the pressures and the penalties for getting caught.

Ships looking for trouble need cannons. More than one idiot has tried to smuggle Syrneath artifacts and shoot it out with a naval galleon. Few smuggler crafts can take out a naval warship, even a lightly armed one. Every cannon (with its ammunition) added to the ship takes up space that could be used to carry cargo.

The last thing a smuggler wants is to get boarded because someone thinks he might be a pirate, so the only real weapon a smuggler has is his ability to convince the boarding naval marines that he is not doing anything wrong. If he fails, his only hope is that they will not find enough evidence to arrest him. He must be able to chat calmly with the marine sergeant while officials search the decks perilously close to his stash of illegal Crescent artwork.

Those who police their nation's waters are not usually fools (well, most of them anyway) and they know the signs. More than one smuggler has been arrested because he kept glancing at his hiding place to see if the searchers found anything. Often the hiding place is so good that the searchers would not have found it if the captain could have remained calm. The officer in charge of the search knows that a smuggler might give way if forced to remain calm for too long. A common trick is to prime one of the searchers to shout, “I've found it, sir” just to take note the smuggler captain's expression.

The captain is not the only one who gets this treatment. Boarding authorities will be on the lookout for a nervous sailor who may crumble under pressure, which is why many captains tell their crews very little about the operation. Most crews are happy to stay in the dark concerning the entire affair. A new crewmember usually does not learn anything until he has proven that he can be trusted (although you would have to be pretty naïve to join up with a group of smugglers and not figure out something is not quite legal.)

Illegal Transactions

Illegal items (other than people, of course) tend to be smaller than normal trade goods, which may not seem important, but size matters when you are trying to unload something onto a rocky beach and carry it up a hill to your buyer. An easier landing makes for a quicker one, which means less chance of getting caught.

In an illegal trade, everyone is in on the deal. Anyone caught with these items is going to get punished, so you have

Il Consorzio

A private and exclusive group of “businessmen” who call themselves *Il Consorzio* have banded together under the direction of Tigran Lorenzo to run a slaving operation between western Théah and the eastern nations. Anyone operating outside this group is “encouraged” to pay a percentage of their profit and must agree to keep their operation small. There is not a lot of work in this business, so those who decide to get involved are taking money from the pockets of some of the most ruthless people in Théah. *Il Consorzio* is unlikely to be satisfied with a cut and a promise, however. It is far more likely that an independent slaver will find himself face to face with a gang of ruffians in a dark alley.

Tigran Lorenzo recently received an indication of interest from Saryari Razak, the ruler of the island nation of Tiakhar on the far side of Cathay. Tuanku Razak has a harem unequalled in Théah and apparently his tastes are somewhat “rarified.” This could prove to be a mutually beneficial business arrangement.

Prince Gespucci Bernoulli is opposed to *Il Consorzio* for a number of reasons, not the least of which is his abhorrence of slavery, along with the majority of Western Théans. What is to keep these men from cutting into his lucrative trade routes, which are already less secure, thanks to the opening of Cabora. He knows that while Sultán Timur has not outlawed slavery, the ruler of the Crescent Empire does not support the techniques employed by Khereid-Din or the Tiakhari pirates.

Khereid-Din hates *Il Consorzio* because he believes they are cutting into his trade business with Tiakhar. It is a difficult situation that adds to the volatility in the Mirror Sea.

Note to GM: *Il Consorzio* should be used as NPCs. If your players feel like getting involved in this trade, they are not really playing heroes anymore. Slavers make excellent villains for a smuggler game. They are nasty and dangerous, and want to take the best coves and deals away from other smugglers. They know that a fellow smuggler probably is not going to go crying to the authorities just because some bigger boys came and took over their den.

This can also provide adventure seeds for rescuing maidens kidnapped on the way to their wedding, lovers trying to flee from irate husbands and fathers, or gifted entertainers who have made the mistake of travelling on their own. (See *Sophia's Daughters™* for details about Tigran Lorenzo and *Waves of Blood™* and *Crescent Empire™* for information about Khereid-Din.)

to be able to trust your buyer and seller more than usual. In these deals, it benefits no one to alert the watch. Punishments are extreme for simply carrying anything of value aboard and in the case of Syrneath artifacts the items themselves are dangerous. More than one ship has been lost because something explosive decided to get fragile en-route.

Some smugglers try to sell their own wares, but few have the time to build up legitimate merchant contacts and still run a successful smuggling operation. Most opt to sell directly to a merchant they know or trust, handing the goods over as they land. As far as the smuggler is concerned,

it becomes the merchant's problem to find a place to sell the goods. There are some merchants who get rather prissy about heavy lifting and try to welsh on a deal when they realize the logistics of getting the merchandise to the buyers, but they soon find their complaints fall on departed ears.

Getting the goods ashore can be tricky. Landing a ship, or most likely a small rowing boat, exposes the crew to any attempt to arrest or fire upon them. It is also a lot harder for six men in a rowboat with illegal goods to explain they did not know they were doing anything wrong. At least on a ship a few of the crew can argue they never knew they were involved in something illegal. If he gets in first, the captain might even be able to blame his first mate, or a group of sailors he wants off the ship.

Taking the whole ship to port can be difficult. There are few places to get a ship that size near the shore. Harbors are crawling with watchmen, soldiers, and tax officials. If you land anywhere else on the shore you may be in for a rough ride. After all, if it were a good place to land, there would probably be a harbor there.

A few lucky smugglers know places to land that will not maroon their craft on hidden reefs and sandbanks. These "smugglers' coves" that allow you to unload and hide a small cargo are well hidden so navy ships cannot see what is occurring on shore. As a rule, smugglers keep these places hidden from competitors. Many have a favorite spot for regular runs and often do some work on the area, such as carving steps and building storage areas to keep valuable goods safe.

Danger in Freiburg

Tibold Dedrick runs an operation out of Freiburg, capturing and selling anyone who looks lost. They are then shipped into the open sea through the town of Hafen. Hafen lies at the mouth of the Rotstrom River on the border between Wische and Posen, making it difficult to legislate so it has more than its fair share of smuggling operations. Slaves are loaded onto ships there and taken past Montaigne and around Castille to Erivan and Kulkadir in the Crescent Empire. The journey is rather a long one, and may seem risky, given that many unfortunate souls die on the journey. However, it is still easier than taking the overland route through Vodacce or Ussura, especially because Matushka takes a very dim view of trading in human lives. (For more information about Dedrick, see *Freiburg*™.)

What to Smuggle

What type of goods could be considered "illegal"?

People

There are plenty of folk trying to escape or return to a country in secret. Some are criminals hoping to make a new life elsewhere after eluding capture. However, there are a fair few good and honest people who are into more trouble than they can handle. Minor Porté sorcerers are always looking for a "quiet" way to leave Montaigne. Lovers trying to escape arranged marriages are common throughout Théah. There are plenty of reasons a person wants to leave somewhere quietly and avoid naval entanglements.

There are advantages and disadvantages to carrying people. People will often pay large amounts of money and take up little room. Here as well, the smuggler holds all the cards. The passengers have no way of knowing they are not on their way to the Crescent Empire to be sold as slaves. Once they are aboard ship they are trapped. If something goes awry they have little or no recourse.

The disadvantages to carrying this cargo are rather severe. Claiming that people are stowaways often falls on deaf ears, even if that is what they were. Many smugglers have ways to hide their charges, but some runaways are so important their hunter will tear a ship apart to find them. The worst nightmare for any smuggler is to take on legitimate passengers, only to discover that they failed to tell him the real reason for their travel (perhaps he should have been suspicious when they so eagerly paid the full fare up front...) Sensible escapees tell a captain little or nothing; unlike cargo, people can elude a boarding party and hopefully talk their way out of an arrest. (Of course, depending on their ability, and the whim of a GM, this can be a good or bad thing.)

The Vaticine Church, as well as almost every nation in Théah, has banned slavery. However, it is not banned in the Crescent Empire or Cathay. In places where the law is a long way away, like the Midnight Archipelago, restrictions have no sway over practice. The concept of slavery is so abhorrent to most Théans that even the darkest smugglers steer clear of such work.

The capture and transport of slaves is not a trade into which one enters lightly or quickly. A ship needs certain modifications (which are of course a dead give-away if the trade is illegal.) Those who trade in slaves must have an established network or be able to get to Kulkadir and Erivan in the Crescent Empire without difficulty. Understandably, of all the darker trade on the high seas, slavers keep their business quieter than most, even from other criminals. So repulsive is slavery to almost everyone in western Théah that even some hardened pirates have been known to hand slavers over to the authorities.

Some organizations like the Sea Dogs have an active policy to free any slaves and sink any slaver vessels they find, so the ring of slavers is a tightly knit community that rarely allows strangers and interlopers to join, and it guards its profits jealously.

Syrneth Artifacts

This category is even more dangerous than people. There is always a trade in strange and bizarre devices from the advanced technology of the ancients. New Syrneth sites have been discovered in the Midnight Archipelago, the Crescent Empire, and even in western Théah. Even without the new sites, there is a huge trade in already discovered items, mainly because they have probably been stolen from private collectors. The fall of the Caligari family has sent many a smuggler to the site of their sunken island hoping to fish out something useful from the sea. More have been successful than one would think.

While there are very few artifacts of major importance, there are literally thousands of small items and fascinating but incomprehensible oddities. Few large items appear to have any immediate application for world domination. Many objects are actually part of larger devices that private collectors are trying to assemble. The trouble is, few people have more than the faintest idea of how these things work or what

they do. Even fewer people have a good idea about what is safe and how to transport the things. This is the reason almost every government makes unauthorized transport illegal. (This law has nothing to do with the fact that making them illegal also allows governments to confiscate such items for their own purposes.)

Given that the trade in Syrneth artifacts is mainly based with private collectors, there is plenty of work for a clever and discreet "item transport professional." Collectors make an ideal target for thieves, so most prefer to keep their hobby a secret. The only open collectors of Syrneth technology are members of the Explorer's Society. They are happy to get hold of as much of the stuff as they can, and are the only people anyone really trusts to keep the things. The Explorers want to study the items and they know more than anyone about how to look after them. Anyone burned (sometimes literally) by an artifact is usually more than happy to let the scientists keep the damned things. A lot of people (including several Secret Societies) target Explorer ships in hopes of relieving them of their prize, so the Society is forced to employ a great many privateers and smugglers to ensure the goods arrive quietly and safely. The Explorers are not stupid, though; they only use smugglers they trust. Often they will give potential smuggler employees a few bogus or minor missions to prove themselves to the Society. Woe betide the smuggler who forgets that his employer knows how to use these contraptions!

(For more information on the Society, see *Explorer's Society*.™)

A Word to the Wise

Many of them do strange and dangerous things when jostled about, so make sure they are boxed well and tied off securely in the hold. Keep a close eye on items during the voyage in case anything comes loose or if anything suspect starts to happen. An early warning may not save your ship, but it might save you and some of your crew. Even the most well known and widely used items can be unpredictable.

Learn as much as you can about what is coming aboard. Many patrons will tell you that they know nothing about the "mysterious box" they want you to carry, when in fact they know exactly what it does. The crux of the matter with any Syrneth device is that plenty of people may know what it does and how to work it, but no one really understands it. The only sensible option is careful handling and constant vigilance (or switching to something much safer like gems...)

Does your new cargo seem to resonate in the presence of other items? Some items start up when exposed to sunlight, or worse, water. Some explode near a sorcerer. Many are perfectly safe until brought near another specific artifact. Fortunately, mass (or mixed) transport is rare. The work usually involves charging large amounts of money to rich people to transport single items (think of it as "hazard pay.") On a few rare occasions you can find more than one patron or someone who needs a lot of things shifted in a hurry. A wise captain makes sure he knows as much as he can about every single item. There is little that can be done to save you when you — and your cargo — are far out at sea.

Smugglers may also be hired as test subjects. Sometimes the only way to test whether an artifact's strange aura (or scent or fog or light or sound or...) kills or deforms human life is to put it on a ship for a month and then follow it. If the crew survives, you have your answer and they have their money. If not...

Avoid Getting Caught

Needless to say, getting caught in the act of illegal traveling can severely damage career prospects or worse. People rely on those whom they have paid to get them to their destination safely and quietly. Word gets around, however, as much of the merchant community knows who likes to deal in which items. If the authorities know that a certain merchant likes to deal in spices and a smuggler is arrested with a cargo of that spice near his town, the officers may want a quiet word with the merchant. Once the merchant is identified as a potential smuggler patron, he comes under close scrutiny so other smugglers are a lot less likely to want to work for him, and if they do, the price will probably go up. Employing an amateur can cost a merchant a lot of guilders, especially because there is no refund for goods the Navy seizes. It goes without saying that many of these black market types are not nice people and an inept smuggler stands to lose more than his good name if he gains a reputation for failure.

There are a few tricks successful smugglers employ to avoid getting caught. The first and most useful is to stick to quiet places and deal with people they trust. This is not always possible when those you are forced to trust are criminals. However, a double cross can be anticipated if the smuggler keeps himself current on who has done what to whom via the criminal grapevine. If the usual contact has recently gotten out of a problem with authorities rather easily, he may have made a deal to offer them a few smugglers. If a merchant recently lost a cargo he may be looking to hold up his smugglers for the agreed price to cover the loss. If there have been a lot of seizures of Crescent artifacts in Montaigne, the authorities are obviously onto something.

Landing cargo is the most vulnerable part of the operation. Sticking to quiet, out of the way places makes good sense. Unloading illegal cargo in the middle of San Cristóbal will result in quick arrest. The less convenient and well traveled a landing site, the less chance of being bothered by the authorities. It may be a difficult to have to haul cargo up the side of a cliff, but it beats getting arrested. Every smuggler must run the quick calculation of how much risk of capture he will accept in return for an easier landing and drop off. Getting the deal done and the cargo in someone else's hands quickly leaves less time for the authorities to catch up.

A smart smuggler takes all precautions to prevent authorities from finding cargo if they board. While it is rare to be searched for no good reason, many naval officials like to nose around any vessel they encounter, mostly to relieve the boredom of patrol. An experienced smuggler will never let authorities uncover enough evidence to arrest them. Prevention tricks fall into two basic categories: concealment and misdirection. These are just a few examples, but beware: plenty of naval captains know these tricks just as well as smugglers. Many nations offer their captain a share of any cargo they seize as a bonus, so they are eager to find such prizes.

Hiding the cargo is the most obvious way to avoid discovery but one needs to do more than just cover it in a tarpaulin and hope for the best. No matter how well one paints an elephant to look like wood, it is still going to be obvious that the item is an elephant. Although disguise is a good start, it alone will not prevent arrest or worse. Writing the name of something else on the crates and making sure the first few crates likely to be opened actually contain that is a better way to avoid losing small cargo. Professional smugglers usually build a secret

compartment into the hull. These are difficult to engineer because most people know what the shape of a ship is, and notice any odd bulges and corners. Not everything will fit in such a compartment, so the smuggler has to decide what type of cargo he will be handling before he orders the hull rebuilt.

One of the easiest ways to build a compartment is to give the cargo hold a false bottom. As much of a ship rests underwater, the boarding crew is unlikely to notice that the inside is smaller than the outside. The danger here, however, is that the special cargo is more at risk if the ship runs into reefs or is holed by cannon fire.

In some cases, the smuggler can actually use the sea to hide his booty. If the cargo is small and waterproof, many smugglers tow it underwater behind the ship. All they need to do is tie it securely to the underside of the ship with strong rope. This method is rarely detected by patrols, but presents a few problems, the main one being that a heavy lump tied to the ship can make maneuvering more difficult. Depending on the size of the cargo, the ship can become sluggish and difficult to steer.

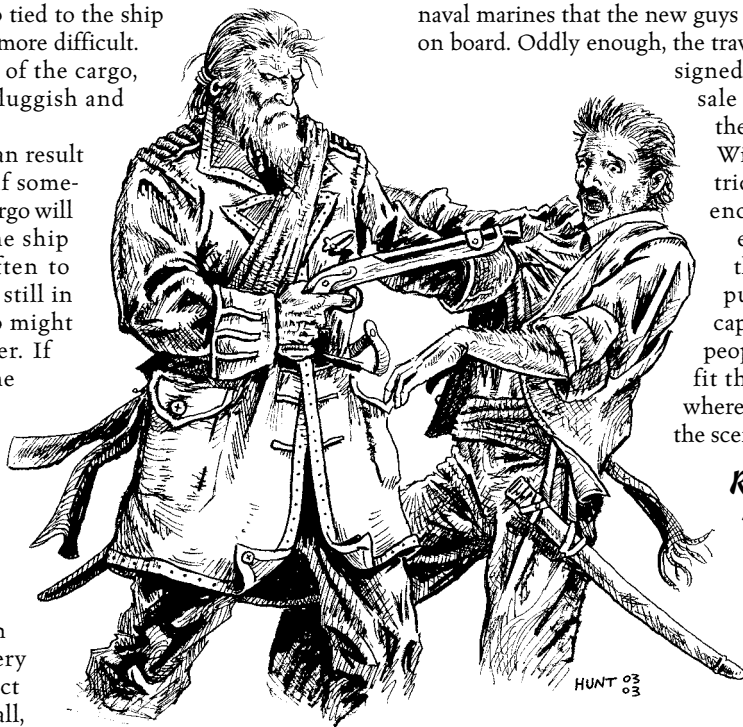
The other problem can result from a good disguise. If something comes loose the cargo will sink to the bottom. The ship must stop every so often to verify that the cargo is still in place, as dropped cargo might be considered a marker. If the cargo is lost and the ship has to retrace its steps, the captain may be hard pressed to explain why he is sailing back in the patrol's direction.

Although hiding is a form of misdirection, more overt tricks can yield better results. Every naval captain will expect secret hideaways; after all, where else is the stuff going to be? A truly clever smuggler hides the cargo in plain sight, then do his best to insure that the boarding party never looks there. (He also has someone set up to take the fall if things go awry.)

As mentioned above, a good plan is to carry a legal cargo and hide the illegal one within it. A barrel of cheap spices can carry a selection of items, and keep them dry along the way. It also makes things easier to pass onto the merchant contact. If the deception works well, no one will think to check on a legal trade. A seasoned smuggler gets a good price at port for the "false cargo." Only an official who looks closely will see that the merchant is paying far too much for such inexpensive spices. In this sort of ploy it is essential to pay all the appropriate taxes to the port authorities. This may seem like a waste of money, but it is vital to divert suspicion. If the false cargo is cheap the tax will not be high, a tiny fraction of the money he will make on the real deal.

A variant on this plan is to divert attention to the contraband with another illegal cargo. This may seem completely foolish, but the theory is that anyone who boards will find what they are looking for — illegal cargo — and stops the search there. Not all illegal cargoes carry a death sentence; some are just seized and a fine is levied on the offender. Obviously, if a smuggler is unwise and stashes the true contraband inside the other illegal cargo, he has lost everything. While this method carries an obvious risk, if the smuggler is lucky and doesn't get searched he ends up with two valuable cargoes to sell. Of course, some boarding parties are vigilant about tearing a ship apart if they even suspect an illegal cargo.

One common plan requires passengers or new crewmates who are kept ignorant about the nature of the cargoes being carried. Imagine their surprise when a boarding party uncovers contraband in their cabin! Imagine their greater surprise when the captain and crew all feign innocence and tell the naval marines that the new guys must have bought this stuff on board. Oddly enough, the travel or work documents they signed turn out to be the bills of sale and ownership papers for the suspect cargo in the hold. With the whole crew in on the trick and all probably experienced at it, they will have an easy task identifying who the "true scoundrels" are. To pull this off, the smuggler captain needs to find gullible people who look as if they will fit the part, which is of course where the player characters enter the scene...



Receiving Smuggled Goods

There are plenty of villains and gangsters in any large port willing to accept contraband. The most powerful ones may take a cut of any profits for the privilege of working

on their turf but such a cost will never be more than a smuggler would pay in taxes — otherwise, what would be the point of smuggling?

Once a smuggler makes contact with the buyer, he has two concerns: payment and double-crossing. Patrons can run the gamut from rich honest merchants looking to branch out a bit to experienced dealers in the exotic and the dangerous. Given the dangers of arrest and even death, there are few old careless people in the business.

Trade with the Crescent Empire

The Vaticine Church has declared that goods from the Crescent Empire are illegal. In fact, most are beautiful, many are perfectly safe, and a fair few are actually rather good for you. A hold full of rich spices or kaffe makes for a lot more pleasant voyage than, say, livestock. There is also a huge market for almost anything that comes from an exotic place. These objects, even a small rug, would be welcome in any noble's home and those who do not adhere to the Church are perfectly happy to trade in such goods.

Over the centuries, relations between the Crescent Empire and western Théah have ranged from cooperative to hostile. Upon the death of the Second Prophet, the Church declared the Crescent Empire contaminated by heresy, evil, and Legion, and banned any trade in its wares. This was the best news the smuggler community had received in a very long time. Although the threat of being turned over to the Inquisition rather than the Navy was enough to discourage some smugglers, others realized the vast potential. Théans, especially those in Castille, had become accustomed to wondrous items produced in the Empire of the Crescent Moon, and no one appreciated being forced to give that all up. There was suddenly a rich market for safe and easily concealed cargoes.

There are several problems for smugglers these days. One is the Bernoulli family of Vodacce. The Church deemed them faithful enough to deal with the exposure to the infidels and gave them the sole right to trade with the Crescents. By giving the contract to the Bernoulli the Church showed magnanimity in rewarding the faithful, and set up a ferocious guard dog to stamp out smugglers. Unofficially, they allow Prince Bernoulli to do as he will to anyone who "endangers the faith" by smuggling Crescent artifacts. While they cannot be everywhere at once, the Bernoulli family has a network of spies and operatives who will happily gun down any opposition, be it Crescent or Théan.

The Bernoulli stranglehold has been loosened, however, with the opening of Cabora. They lack the resources to stop the sudden flood of people to the east. Not only would they risk a civil war, they might set off the powder keg in the Mirror Sea. On top of that, it appears that the Seven Kingdoms of Cathay have entered the picture and they have big ships...

Some smugglers are able to build up contacts in the Crescent Empire who become friends. Other than a general suspicion about yavanci, there are no restrictions on trade from the Crescent side. Not every Crescent is willing to trade with a westerner; after all so many of the ones they meet are usually smugglers and criminals.

Anyone who wants to trade with the Crescents had best learn their ways. Any smuggler looking for a cargo had better ask for it properly. Dealing with the Crescents takes time, but it is worth it.

So what is there that is worth smuggling? The answer is everything. Of course, if everything was really bought only from the Bernoulli as everyone swears, then Prince Gespucci would own Vodacce, not just live there. Spices are the thing that westerners just cannot get enough of. These are safe, easily transported, non-volatile and relatively inexpensive to buy in the empire. Along with the spices come the darker trade of exotic poisons, and their rare antidotes.

Crescent art is available in the form of rugs as well as carved wooden ornaments. Cloth is popular, but finished garments are not, as the style is so different from the west. More collectors than swordsmen seek weapons because Crescent swordplay is so different from that of the west and few are trained in the use of their weapons. Anyone who knows how to use a katar will have picked one up in the Empire when he learnt how to use it.

The most lucrative item for smuggling is technology. These advances, especially in mathematics, alchemy, and philosophy, fascinate many western scientists and explorers. While the smuggler needs to know his market, a great deal of money can be made selling the right book or instrument to the right person. In the days before the Invisible College, such trade

was brisk but now the Inquisition has taken an interest in this Legion-tainted technology, seeking out those who would delve into its unholy mysteries.

There is also a good trade in people (not necessarily slaves). The same edict than bans trade also restricts movement between the Empire and western Théah, so many travelers who want to visit the eastern lands themselves must find their own quiet path to the forbidden sands. The sort of people who want to be taken there are of a startling variety. Many are just thrill seekers and explorers. The most popular group are scientists and academics who want to study in the Empire's great libraries and universities. A small group might consist of members of secret societies such as *die Kreuzritter* or Sophia's Daughters traveling to make contact with their counterparts in the east.

Who is Chasing You?

A smuggler has plenty of enemies, over and above the port authorities and naval boarding parties. Plenty of freelance bounty hunters travel the sea-lanes looking to bring any criminal to justice. Most authorities hope that a captured smuggler will reveal information about cartels and merchant networks, so a captured smuggler may be able to cut a deal if they share their contacts with their captors unless the people they work for are far more terrifying than the authorities.

The kind of NPCs your characters meet obviously depends on the sort of game you are running. If the characters are trying to capture smugglers, then such criminals could be carrying anything, and may often be prepared to use violence. If the characters are the smugglers, the authorities could come in many styles. Characters who smuggle dangerous and highly illegal cargo should get used to meeting hard-edged naval captains who are ready to deal out the maximum sentence available. However, if the characters are only trying to make a living, the authorities may be a lot easier to handle.

There can be a lot of interesting ongoing character play between a known smuggler and his arch enemy naval captain. The rivalry can be good-natured if the smuggler is not actually hurting anyone; in this case, it becomes more of a game for both parties. The two might finally join forces to destroy someone truly evil like slavers. However, if the smuggler is trafficking in something illegal, the rivalry will probably have more serious consequences.

Smugglers have to watch out for spies, especially those hired by Vendel and Vodacce patrons.

Double-Crossing the Vendel and Vodacce

Smugglers know that their two worst enemies are actually the Vendel League and the Vodacce Princes. It is somewhat helpful that the two great powers are currently engaged in a trade war. The Vendel hold the north (Vendel, Avalon, Montaigne and Eisen) while Vodacce holds the south (Vodacce, Castille, and trade to the Crescent Empire.) Even so, both groups consider all trade to be their turf and regard any smuggler to be stealing from them.

The Vendel do everything by the book. They may be relatively new to the game but have taken to it with dedication and innovation. The best example of this is the guild, which has ensured their power in an obscenely small amount of time. In areas of Vendel dominance, ports are more heavily guarded and bribery is far more difficult. The Vendel often punish bribe takers more harshly than the criminals.

The best way to deal with the Vendel is to use the system they created against them. While they are powerful, they are somewhat naive and thus not as wise to the subtle tricks of experienced deceivers. They see so little of what goes on at the bottom of their organization because they rely on intermediaries to collect taxes and guild tariffs.

Vodacce are veterans of the trade business. They may appear fractious and fraught with internal power struggles, but they have had a long time to create a web of spies and informants to watch deliveries and profit margins. For all the power of the new Vendel League, Vodacce is by no means outclassed. They still have the same problem they have always had — their greatest threat to power is from themselves. If the Vodacce princes united, they could crush the Vendel with staggering economic power. However, centuries of deadly rivalry have made this utterly impossible. So a smuggler must learn how to plan the Great Game. If they are hurting one prince, they may get help from one of their enemies for that reason alone.

The power of these mercantile empires ensures that they get their cut. In the Vendel-controlled north, the guilders ensure a cut of any activity. In addition, there are plenty of countries who use the Vendel as tax collectors and mercantile police. The Vodacce hold their power due to the tremendous riches and influence the Princes command, and a ruthlessness unequalled in western Théah. (For more information, see *Vendel-Vesten™* and *Vodacce™*.)

Where To Sell Smuggled Goods

Once the boat is loaded with illegal goods, where is the best place to sell them? Every country sees its fair share of smuggling, but some are having a harder time than others.

Avalon is no longer the smugglers' haven that it once was. Greater prosperity in the Glamour Isles has left the populace content with what they have. With the strength of the privateers and the confusing power of Glamour that pervades the islands, Avalon is better left alone. There still exist many places (like Canguine) where the criminal underworld reigns, and can prove a safe harbor for smugglers. However, it is unlikely you will get a better price there than anywhere else, so why bother?

Castille and Eisen have recently proven themselves good smuggler destinations. As the western nation with the largest shoreline, Castille has the greatest number of landing places but their new fervor for exploration in the west has drastically reduced local patrols. Castille is just beginning to notice the rise in smuggling inside her borders, and has begun to respond harshly. However, it probably will not stop the smugglers who know the lack of manpower in the Castillian Navy should ensure their safety.

Since the War of the Cross, Eisen has become a smuggling enclave. However, due to its lack of shoreline, most of this smuggling occurs overland. The vast majority of goods pass through Freiburg and then out to the rest of Eisen. The main reason for a large black market in Eisen is that even now many basic supplies are still unavailable so a smuggler can get a decent price for a legal low-risk cargo.

After the Revolution, smuggling activities have increased in Montaigne. However, the country is still a dangerous place for anyone who stands against the new regime. Montaigne's large fleet makes coastal smuggling there difficult, and the punishments make it... unattractive. Like Eisen, the new People's Republic is in need of basic goods, especially when many of the choice imports are reserved for "loyal citizens."

There are two powers who want to see the new government destabilized, and both pay extra for smugglers to take their wares to the Montaigne black market. The first is the Montaigne "government in exile" led by Anne du Montaigne and the other are the Vodacce princes, who are worried about Vendel influence in the Republic. The Vendel have been flooding Montaigne with guilders, trying to destabilize the sol, which has been working excellently, given that the sol is a symbol of noble oppression and the guilder is a "people's money." The Revolutionary government responded by minting a new kind of sol with more revolutionary symbolism, but that now stands at only two thirds the value of the old coinage. Vodacce found itself at an uncanny loss as to how to fight the guilder in Montaigne.

As for Ussura, they have little need of foreign luxuries and relatively little money to buy anything in bulk. Matushka takes a dim view of her children who look elsewhere for sustenance. She also dislikes outsiders who bring Syrneth technology into her realm or steal her people away from it.

That just leaves the Vendel and the Vodacce. Both places have their fair share of smuggler activity, usually patronized by their enemies. The money can be adequate, but a smuggler should be careful. If the Vendel find you, then you are in for a long jail term. If the Vodacce find you, then the next time anyone sees you will be face down in one of the canals of Dionna. Whether the money and adventure are worth the risk, is up to you.

Characters

In the smuggling business, you will meet a diverse group of people. In this tricky business, the good ones may not be quite so honest and the bad ones may save your life. Remember that looks can be deceiving...

Joshua

The man known simply as "Joshua" lives in and runs the criminal underworld in Hafen, a port in northern Eisen. He has risen to this position due to his ability to outthink rather than outfight his rivals. When he needs some muscle, he recruits large dangerous men from the military. He wants loyal men and women who are professional fighters, so he rarely uses brutes or thugs. He dislikes having to clean up after himself.

Brought up on the streets of Hafen, he has really never left the place. He rose in the criminal ranks due to his ingenuity, and knew that indulging his wanderlust would be the best way to lose what he had fought to gain. There is always someone waiting to take his place.

As criminal lords go, Joshua can be reasonable. Do the job, ask no questions, and he will pay the fee. He does not back out of deals or double-cross smugglers. Make no mistake, he is not soft and will make a terrible example of anyone who seeks to cross him.

He has risen so high because he has a natural gift for recognizing potential opportunities. Recently he did business with a young Porté mage named Francine Allais du Crieux who needed him to fence stolen goods for her. He gave her a good price because he knows the value of having a sorceress in his debt. Such a favor, even from someone he may not be able to locate later, is worth a lot more than mere money.

Joshua is the son of one of Hafen's Jennys, who sadly did not survive the birth of her son. She lived long enough to call him Joshua, but not long enough to tell him his surname and the boy was forced to fend for himself. Joshua does not choose to reveal any details concerning his origins. He is not a particularly imposing figure. He has a mop of unruly blonde hair, which he rarely combs. While he is not short, everyone else seems to be just that little bit taller. He dresses in whatever he can find, which is usually a suit of good if well-worn clothes. Do not let this apparent absent-mindedness fool you. His eyes look right through you when he makes a deal, almost as if he could read your mind.

JOSHUA (D20™)

Rogue 7/Man of Will 3: CR 9; SZ M (humanoid); HD (7D6+3D12)+10; hp 70; Init +5 (Dex + Improved Initiative); Spd 30 ft.; AC +6 (+1 Dex, +5 Unarmored Defense Proficiency); Atks: Base +8; SA: Sneak Attack (+4D6), Evasion, Uncanny Dodge +2, Unstoppable, Fearless, Clarity; SV Fort +5, Ref +6, Will +5; Str 11, Dex 13, Con 13, Int 17, Wis 18, Cha 15; AL CN; Skills: Appraise +10, Bluff +10, Diplomacy +6, Forgery +6, Gather Information +10, Innuendo +10, Intimidate +4, Move Silently +4, Ride +3, Search +5, Sense Motive +10, Speak Language (Avalon, Castille, Eisen, Vendel, Vodacce or any five languages from your campaign), Spot +5; Feats: Detect Lie, Exotic Weapon Proficiency (Firearms), Improved Initiative, Unarmored Defense Proficiency (Beginner).

JOSHUA – VILLAIN (7TH SEA™)

Brawn: 2, *Finesse:* 3, *Wits:* 5, *Resolve:* 3, *Panache:* 4

Reputation: -38

Background: None

Arcana: Self-Controlled

Advantages: Avalon (R/W), Castillian (R/W), Eisen (R/W), Vendel (R/W), Vodacce (R/W), Area Knowledge (Hafen), Barterer, Connections (Several), Keen Senses, Home Neighborhood, Specialty (Accounting 4)

Athlete: Climbing 1, Footwork 2, Sprinting 1, Throwing 2

Criminal: Gambling 2, Shadowing 2, Stealth 2, Cheating 4

Fence: Appraising 5, Socializing 3, Hagglng 5, Shopping 4, Underworld Lore 4

Scholar: History 3, Law 4, Mathematics 1, Philosophy 1, Research 1

Spy: Shadowing 3, Stealth 3

Fencing: Attack (Fencing) 2, Parry (Fencing) 2

Knife: Attack (Knife) 3, Parry (Knife) 1

Rider: Ride 2

GM SECRETS

Joshua's biggest secret is that he does know his surname. In fact, he actually knows far more about his background than he cares to admit. After all, the more his enemies know about him, the less he can surprise them. His mother did die, but what he has not revealed is that his father came looking for him. The man in question, Rijarn Olfson, turned out to be a powerful Vendel merchant. Motivated by guilt at leaving a son (even one he never knew he had), Olfson gave Joshua large amounts of money, which set the boy up in business.

The money came with a price tag attached that Joshua happily accepted. He was to do his best to bring the guild to the Eisen underground. If criminals are using the guild,

Hafen

The town of Hafen lies at the mouth of the Rotstrom River where Eisen meets the Trade Sea, which means it lies on the border between Wische and Posen, making it difficult to legislate. Hafen would make a rich prize to either Konigreichen because almost every bit of trade passing into Eisen goes through it. As the only large seaport Eisen has, it can do little else. The town has become well off, but fortunately had the sense to share its wealth with both Posen and Wische. While the rulers of both provinces would dearly love to take the town by force, both see how foolish that would be. Either could take the town, but holding it against the other's inevitable assault would be costly. Each ruler would love to have all, rather than half, the taxes the town collects, but a military assault would destroy any profit it made for a long time. Since before the days of the Emperor, Hafen has held its own autonomy despite being claimed by two domains.

When Hafen was built the town mayor had to think quickly to keep it in one piece. The whole place is divided by the Rotstrom, and could easily have become two cities. Several bridges were built and laws established to ensure ease of passage. These laws state that places of governance and large businesses must be built on the Wishe side of the river, while places of worship can only be built on the Posen side. This means that every citizen has to cross the town to pray or pay tax.

The town extends a little into the countryside, as all the wealth is centered at the harbor. No one wants at any distance from the richest pickings. So houses and buildings crowd around the edges of the river, up to several stories. Here everything can be found for a buyer with enough money and courage to ask for it. Further out the town is quiet and peaceful as warehouses give way to countryside that interests few of the harbor residents. The problem with the overcrowding at the water's edge has led to a network of alleys and dark places throughout the city. A variety of criminals and harlots lurk in these places ready to prey on the unwary traveler. Step off the main roads and it will not be long before you come across a shady deal, a raucous bawdyhouse, or even a knife in the back.

The harbors extend round the shores of the town, welcoming as many ships as will fit. Sea going vessels moor at the bigger docks which open to the sea. Here the larger trade is carried out, and the property prices are at their peak. However, all these goods need to make their way down the Rotstrom to Freiburg and beyond. The bridges of the city are not high enough to allow sea-going ships to pass, so goods must travel by barge. This means that starting at the mouth of the river, property is less expensive the further into Eisen you travel; concurrently, the nearer to the sea you are, the better the deal you can make. As you sail away from the town it is a long time before you have truly left it. Many families buy a house with a jetty at the river's edge in the hope of catching trade. However, many traders wait to get into Hafen proper, where they will get the best deals.

Vendel economic power in Eisen will be unassailable. Vendel support, coupled with his own gifts, has made Joshua a lot more money than it appears. He could easily move up to a new life in Vendel, but he loves the power, command and respect he has in Hafen, and will not consider any other life.

His other great secret concerns an Eisen mercenary who lives in Hafen, Reinhard Muller. Joshua has discovered the man is not actually called Reinhard, and is not even Eisen. The spy's name is Pietro Villanova, but his agenda remains a mystery. Is he a spy for the Vodacce, and if so how much does he know about Joshua and his alliances? Soon Joshua will approach Pietro, but perhaps not be to kill him. Always ready to play both ends against the middle, Joshua is considering a secret alliance with the Vodacce like the one he has with the Vendel.

Timolf Sveinsson

Timolf was born in Vendel and followed in the family's sea trade business. When his father died, he assumed control of and actually managed things well. He was proud to follow in the footsteps of a family business that had lasted generations. It was not a wealthy trade, but he did well enough until smugglers realized his trade route was an easy target.

Timolf found that his wares were being undercut by a wave of smuggling activity in his chosen area. Merchants bought from cheaper sources, and were no longer interested in the Sveinsson business. He tried to branch out, but was ill-equipped and had no experience with anything else. Eventually he had to sell his ship to pay off his debts, and was forced to work as a humble sailor. He had lost his family's business and ended a proud chapter in his family's history.

He wanted revenge against the smugglers who took his business and his family name. He managed to sign on with a smuggler ship, then tipped off the authorities as soon as he could. It worked so well, he did it again, and again. As time went on he became known to certain authorities in the Vendel League who began to employ him formally as a spy and even gave him a small Syrneath artifact to help his work.

TIMOLF SVEINSSON (D20™)

Wanderer 3/Midshipman 5/Topman 2: CR 8; SZ M (humanoid); HD (3D8+5D10+2D6) +20; hp 65; Init +2 (Dex); Spd 30 ft.; AC +8 (+2 Dex, +6 Unarmored Defense Proficiency); Atks: Base +8; SA: Evasion, Tradesman, Ward of the Albatross, Uncanny Dodge, Tend the Sails, Gunner's Mate, Battle Stations, Cargo Master, Damage Control, Eagle Eye, Canny Defense; SV Fort +8, Ref +10, Will +2; Str 13, Dex 14, Con 15, Int 14, Wis 13, Cha 10; AL CN (E); Skills: Appraise +6, Balance +8, Climb +6, Escape Artist +6, Gather Information +8, Intuit Direction +7, Jump +4, Listen +5, Perform (Acrobatics) +4, Profession (Trader) +5, Sense Motive +5, Speak Language (Avalon, Castille, Eisen, Vendel), Swim +5, Spot +8, Tumble +6, Use Rope +6; Feats: Exotic Weapon Proficiency (Firearms), Lightning reflexes, Unarmored Defense Proficiency (Beginner).

TIMOLF SVEINSSON — VILLAIN (7TH SEA™)

Brawn: 3, **Finesse:** 3, **Wits:** 3, **Resolve:** 4, **Panache:** 2
Reputation: -42
Background: Defeated 2
Arcana: Righteous
Advantages: Avalon (R/W), Castillian (R/W), Eisen

(R/W), Vendel (R/W) Cold Climate Conditioning, Eagle Eyes, Old Name

Athlete: Climbing 4, Footwork 3, Sprinting 2, Throwing 3, Break Fall 3, Swinging 3

Merchant: Shipwright 2, Accounting 3, Appraising 4, Hagglng 3

Sailor: Balance 4, Climbing 4, Knotwork 3, Rigging 3, Navigation 3, Pilot 3, Sea Lore 4, Weather 3, Swimming 1

Scholar: History 2, Law 3, Mathematics 1, Philosophy 1, Research 1

Spy: Shadowing 3, Stealth 3, Bribery 3, Conceal 4, Hand Signs 1, Interrogation 2, Lip Reading 2, Memorizing 3, Sincerity 3

Knife: Attack (Knife) 4, Parry (Knife) 2, Throw (Knife) 2

Pugilism: Attack (Pugilism) 3, Footwork 3, Jab 3, Ear Clap 2, Uppercut 2

GM SECRETS

Skilled at disguising himself, Timolf works by joining a suspected smuggling crew. He is an experienced freelance sailor who is sincere and works hard for his employer. If he does not find evidence of smuggling on the ship, he simply finds another ship when his contract is up. If he does find the evidence he is looking for he activates the artifact, a small brass colored sphere split into two halves, by twisting the two halves against each other a half turn. This triggers a similar item held by a local sea captain who also works for the Vendel League. His artifact pulses faster the closer it gets to Timolf's ship and gently pulls towards it as well so that the captain can make a "surprise visit." Timolf either makes an "escape" or is arrested with the rest of the crew for the sake of appearances, but somehow never makes it to prison or an execution.

While Timolf may have begun the work with the best intentions, he has become corrupted by revenge. He has begun to establish something of a reputation and each smuggler he turns in gives him a little more self-respect and a little less guilt about losing his family's business. He thinks all smugglers are the scum of the waters and will do anything to remove them from existence. While his work rarely requires him to do direct evil or real violence to anyone, he probably will not falter should darker methods be needed.

Forts

"If there was ever a time I don't need cannon shot, it's now!"

—Captain Niklas Lassaia

The Vendel Merchant League decided that the best place to negotiate a new trade agreement would be somewhere neutral. After previous attempts to meet were shattered by rumors and terrorism, it was decided that Örnsköldsvik, "the Rock," was just about the safest place not on true land for the tradesmen's meetings. As far as many of the Vendel were concerned, the imposing stone fort of Hofsjokull was not physically part of the true Vestenmannavjar land.

Hofsjokull has always been described as ominous. Every person arriving there, whether learned or ignorant, master or servant, has heard about the Rock and the affect of its first sighting, regardless of a person's nationality, was equally awe-inspiring. Spies had tried to infiltrate it, generals had shied away from it and now it had opened its gates to the nations of Théah. This convocation would either be a stunning success or a smashing and deadly failure.

Captain Lassia stared at the stone floor and the legion of cannon balls that littered the northeast gate of Hofsjokull. In the night, two ships had landed bringing extra supplies and for some reason a great deal of shot to the fort. His brother Arvor thought it would be a brilliant idea to display the fort as fully stocked and to him that meant plenty of balls and shot. Huge lead balls were stacked, ready to roll across the ground to the nearby cannon.

"Move this shot now or I'll find a place inside you to put it!"

Meanwhile, down at the harbor, a ship had just docked. Madame Lorraine Weller, head of the Jennys Guild, leaned over to Luco Villanova as they gathered their consorts and belongings on deck. "They say there is more Dracheneisen inside those walls than in any Iron Prince's hold."

"Yes, and it's all in the cannons," Luco quipped.

Scanning the walls, they could see the giant beastly guns, accompanied every so often by a cluster of smaller cannons at the corners. Ten ships had docked at the Hofsjokull in the past few days. A thousand men and women would eventually walk its walls and sit in the houses and yet the entire scene was oddly quiet at the docks as people moved quickly to seek shelter from the cold and slow moving fog. More shot and powder was stored in those walls than had already been used in the war between Montaigne and Castille.

What is a Sea Fort?

Sea forts are strategic bases usually built on small islands or shallows that lies a significant distance from the shore they protect. A sea fort is exactly as the name indicates — a giant fort with stone walls housing cannons to fend off intruders. These forts are amazingly expensive to build and maintain since they can only be re-supplied them from the sea.

Roles of a Sea Fort

A sea fort is first and foremost a military emplacement. No government will take the effort or resources to make such a base if it was not meant to guard an important part of the shoreline. They are only meant for defense because there is no real way to move a fort into an offensive position, other than possibly being able to swing the guns around. The sea fort can provide support for ships but coordinating fire support from a fort with vessels in the sea can be difficult. However, the firepower that can be afforded from a sea fort far outweighs the damage cannons on a Castillian galleon could do in a battle.

Some sea forts are simply walls around gun emplacements. If a sizeable enough piece of rock can be found, the rest of the fort can be built around that and expanded. A sea fort could sit on the edge of the shore but raised on a high cliff, anywhere that can be fortified against a sea attack. These are not considered true sea forts but fall into the same general category. Land-locked sea forts are easier to maintain since they can be refitted and supplied from land. These also have a shoreline that keeps ships from getting too close, so long-range cannon may decides the fate of the ships at sea and the fort.

The fort can also be used as a dock or safe harbor away from the main shore for allied ships. It is also perhaps the only possible place to repair ships of the line since the water around a fort is usually quite deep and can accommodate the draft of the large ships.

The Hofsjokull

Quite possibly the most formidable and expensive military structure ever built, the Hofsjokull squats on a small rocky island that juts out from the sea just south of Oddiswulf. The island is almost solid rock, with no arable land and precious little topsoil. Day and night, winds blast across the surface and threaten the meager decoration of a few hardy scrub bushes and the occasional seabird nest Other than La Bucca, it is the most forbidding place in all of Théah to build a fortress, which is why the Vendel chose it.

Construction actually started almost 25 years ago but problems with funds and other resources delayed work for eight years. Finally an aging soldier named Harn Lassia proposed the completion of the Hofsjokull as a show of power in the seas against Vestenmannavnjar raiders and other countries that vied with Vendel for supremacy of the waters.

As the face of the sea fort took shape, many saw it as a sign of things to come from the Vendel nation. The rise of the fort seemed to follow the fall of Eisen through the War of the Cross. Construction slowed down as Vendel's power grew and the Eisenfaust began to falter. At the same time, Lassia began to lose much of his influence amongst the merchant and ruling parties in Vendel. As he caught the wind of change. An astute politician, he transferred control of the project to his son Niklas who had much military clout amongst the Vendel guilds and its mercenary forces.

The fort seemed to come together as if by spiritual coincidence as new techniques were developed to quarry rock from the surrounding Vendel islands. More timber was needed than the Vendel could supply so they contracted with several Avalon and Ussuran tradesman to provide wood. At this point Vendel simply paid money like a free-flowing stream. They bought Eisen canon, Montaigne guns, and Castillian steel, and as a result, strengthened their relationship with the Avalon privateers to ignore Vendel shipping lanes and provide some protection against the fierce Vestenmannavnjar raiders.

When the last Eisen cannon was fixed to its plate, the Hofsjokull was finished. To celebrate Niklas had all the canons fire at once. The walls shook and even the waves seemed to fall back on themselves in fear, as the people on the mainland heard the peels of explosive thunder. Some of the ships at sea that had come within sight of the giant sea fort turned away when they realized the source of the sound.

The fortress has remained relatively quiet through after that inaugural firing, repelling ships that came within threat range that flew colors of unallied privateers or nations. The true might of the Hofsjokull has never been tested, perhaps because most Théans realize that to attack the Rock would be stupid as trying to fly.

Hofsjokull Today

The Hofsjokull is the most massive military installation on the sea and probably any other true land locked fortress. Its 20-foot-thick outer walls form a hexagon two miles across at the center, large enough to garrison a thousand men with the capacity to supply them for a year. In addition, there is the equivalent of a small town of support personnel, craftsmen, and quartermasters at the center of the fort. Dedicated military buildings stand as interior extensions of the walls. Massive Eisen-built cannon, heavier than anything a ship could mount, top the walls every 100 feet, with a fifteen-gun battery at each corner. The complex also houses naval facilities,

The Hofsjokull



and can shelter two ships of the line in emergencies, with exterior dock arrangements for as many as a dozen more. Anyone who has seen the Hofsjokull describes it as absolutely impregnable by anything other than the largest monster imaginable.

As with anything this huge, there are problems. Communication must be timely and meaningful especially in battle. In the Hofsjokull, there is a main command post at the center from which instructions are relayed by semaphore flags, but once the cannons begin to fire smoke obscures vision across the entire area.

The large Eisen canons cannot be aimed or brought together to focus on single targets and at extended ranges accuracy on a single target would be minimal at best. It is quite possible that a direct assault on the Hofsjokull would not be repelled as well as Niklas thinks. His faith in his men and fortress is unshakable, but of course, it has never been tested. In fact, Niklas may be the last weak link in the chain.

Because of his strong anti-Vestenmannavnjar sentiments, Niklas has become a target for raiders who harass and attack him whenever he leaves the Hofsjokull, especially at sea. Niklas has, in essence, become a prisoner in his own fort.

Characters

Niklas Lassia

Niklas Lassia took over his father's project with the zeal of an adolescent boy building a secret clubhouse. He often prevented people from entering although without a discernable pattern. He created passwords that had to be used to enter certain houses where work on the fort was being planned. He even had several different sets of plans for the sea fort drawn up so that if asked he could give out incorrect information about the Hofsjokull.

Niklas hired ten architects with a military history background to look at the current construction and propose how they would build it from there. All except for two sent messengers back home to Avalon, Castille, and other nations, speaking of their new appointment. Niklas sent the eight who had bragged to those back home and asked them to submit their plans from their native land. The other two, whom he kept with him in Kirk, were an Eisen named Wilhelm Greenfield, and an Ussuran named Sasha Trimult. He instructed them to work on the fort once they received the plans from the other architects. Using the common parts from all the other plans, they weeded out certain entries and weak points. Niklas knew that information about the plans would leak, so he let many different plans go out to the other nations. If someone decided to test the fort, they would be drawn into a weak point that was not actually there and thus be torn apart by the cannons.

The six architects who had been sent home were never allowed to view the Hofsjokull, because Niklas regarded their presence as a risk to the fort's security. If the architect complained about this exclusion, Niklas simply told him that Vendel had paid him for what he had supplied and he deserved no more. In some cases, this angered the architects, so they spread their version of the plans around more freely. *So much the better*, thought Niklas. All the plans submitted were satisfyingly monstrous and daunting, so Niklas reasoned that just seeing them on paper might repel some without ever seeing the fortress itself.

NIKLAS LASSIA (D20™)

Captain of the Hofsjokull 8/Captain: CR 8; SZ M (humanoid); HD 8d6; hp 75; Init +2 (Dex); Spd 30 ft.; AC +12 (+2 Dex); Atks: Base +7; SA: Cunning Plans, Motivational Speech, Legendary Leadership, Master Planner, Strategy of Legend; Fort: +3, Ref: +3, Will: +4; Str 16, Dex 14, Con 16, Int 10, Wis 10, Cha 14; AL CN (E); Skills: Balance 9, Craft 7, Intuit Direction 8, Knowledge (Vendel Military) 8, Perform 7, Profession (tactician) 11; Feats: Iron Will, Leadership.

NIKLAS LASSIA – VILLAIN (7TH SEA™)

Brawn: 4 **Finesse:** 2 **Wits:** 2 **Resolve:** 3 **Panache:** 2
Reputation: 20
Background: None
Arcana: None
Advantages: Castille, Montaigne, Vendel (R/W)
Courtier: Dancing 3, Diplomacy 4, Etiquette 3, Fashion 2, Oratory 3, Sincerity 4
Performer: Acting 4, Cold Read 4, Dancing 3, Oratory 3, Singing 2
Captain: Ambush 5, Incitation 5, Leadership 4, Logistics 3, Strategy 4, Tactics 5
Heavy Weapon: Attack (heavy weapon) 3, Parry (heavy weapon) 3

Niklas grew up in Kirk where his father bounced from a position as military liaison to the Merchant Guild and finally took on the job of creating the Hofsjokull. Niklas became a sailor with an automatic appointment as captain to a small ship that saw little action. The few engagements he had with a party of Vestenmannavnjar Raiders and a handful of pirates managed to bring him enough notoriety to move up to command two more ships.

When his father lost power among the merchants and military constituency because of his rumored pro-Vestenmannavnjar ideas, the elder Lassia passed over his projects to Niklas, including construction of the Hofsjokull. Lassia gained his immense distaste for his heritage from his father whose empathy towards the northerners would be his undoing, but enable Niklas to take over his position.

Niklas is an eloquent man and truly has what it takes to command the massive sea fort. He is loud and brash, especially when expressing his feelings about the Vestenmannavnjar. He works hard to stay in military fighting condition at all times. He is a blond, middle-aged Vendel, usually clean-shaven and often with a commanding scowl on his face. He usually wears military dress and carries a sword that he points with more than uses.

GM SECRETS

Since the Hofsjokull has seen no action, neither has Niklas and he feels that he possibly has become soft. He shows himself off very well and often attests to his own accomplishments. However, if one notices they might find that Niklas jumps at any chance for competition, especially if it has something to do with strategy or some other way to prove to himself that he still has his skill. If some tension were to arise, Niklas would welcome it. At any level Niklas might even goad someone to cause a conflict, then spur it into a bonfire, believing he can handle anything. Val Mokka knows this and keeps tabs on Niklas so that he can use Lassia himself.

Sasha Trimult

After the Hofsjokull was completed, Niklas Lassia asked the two architects to remain in Kirk. He had initially become good friends with both men to keep them close, but actually became very loyal to both men and they to him. Wilhelm had already sent for his family to come stay with him in Kirk, but Sasha's family was Ussuran nobility and wanted him to return which did not fall into Lassia's plan. Sasha could not leave because his employer could not bear to have knowledge of the fort's strengths and weaknesses taken outside of the nation.

For the past nine years, Sasha has lived in Vendel away from his family and never complained. However, once the fort neared completion, he acted as if returning home was something they talked about the entire time. Lassia offered him the same accommodations he afforded Wilhelm and offered to pay for Sasha's family to visit, but the offer had restrictions to which Sasha could not agree. Being somewhat of a brash man Lassia did what he saw as the only logical alternative and imprisoned the Ussuran architect in a "safe house" in the wilderness outside Kirk. He afforded Sasha many comforts — in essence, supplying him with a gilded cage. Niklas asked the Ussuran to write home and tell his family that he was well and that he had decided it best to stay. Sasha obeyed, but in his own colorful way. He wrote his letters saying exactly what Niklas required and illustrated them with sketches of animals native to Ussura.

Sasha has long black hair and a beautiful face highlighted by an aquiline nose. He is tall and rail thin, but is strong although his body does not show it. To keep the Vendel happy, he has taken on the vestments of a Vendel lord.

SASHA TRIMULT (D20™)

Architect of the Hofsjokull 8/ Artist/Noble: CR 8; SZ M (humanoid); HD 8D6; hp 40; Init +0 (Dex); Spd 30 ft.; AC +10; Atks: Base +6; SA: commanding presence +2, Seduction, Taunt, Leadership Feat — Iron Glare; Str 10, Dex 10, Con 12, Int 17, Wis 17, Cha 14; AL CN (E); Skills: Craft: 10, Diplomacy: 10, Intimidate: 10, Knowledge (architecture): 12, Listen: 6, Profession (architect) 12, Sense Motive 7, Spot 8; Feats Above Average Appearance, Artist (sketch), Engineer.

SASHA TRIMULT — HERO (7TH SEA™)

Brawn: 2, **Finesse:** 4, **Wits:** 4, **Resolve:** 3, **Panache:** 2
Background: None
Arcana: None
Advantages: Montaigne, Vendel, Ussuran (R/W)
Artist: Drawing 4
Scholar: History 2, Mathematics 4, Philosophy 2, Research 3, Natural Philosophy 3
Specialty: Architecture 5
Spy: Conceal 2, cryptography 3
Wrestle: Bear Hug 2, Break 1, Grapple 3, Head Butt 1

GM SECRETS

Sasha Trimult had always planned on returning home. He had known that it would take many years to finish the project, but as a noble he was required to return home, marry, and take his place among his peers. Unfortunately, Lassia would not hear of it and actually imprisoned the architect in a well-appointed but small hold in a wilderness outpost north of Kirk. Niklas wished to sidestep any political problems so he "urged" Sasha to write home which the Ussuran did,

saying everything his Vendel employer wished. The wily architect also sketched little drawings around the edges of the paper that told his story. This he sent to his family in Ussura and his sister Natasha who were able to decipher the pictures. It was quite clear to them that he was being held against his will and that he wished their assistance to escape.

Adventures in the Hofsjokull

Not on My Watch

With the upcoming international Merchant Guild meeting, many if not all the nations are trying to get the upper hand, which might mean trying to buy off some of their fellow Guild members or even obtaining information through any means from those who live in the Hofsjokull. With the potential for espionage and worse, this meeting could be the biggest fiasco in Vendel history. Past attempts to hold a meeting with so many attendees were plagued by clandestine attacks, and threats of political assassination. Lassia is determined that it will not fail and has added additional security personnel who report directly to him. There is a chance that after the conference, he may not want them to leave, but that bridge can be crossed afterwards.

Man in a Gilded Cage

Sasha Trimult, imprisoned in a wilderness outpost just north of Kirk, has asked permission to attend the Merchant Guild meeting so that he can visit with his sister Natasha who is part of the Ussuran delegation. Natasha has already received his letter, which she deciphered and determined that he needed help to escape. She has arrived with her "entourage" (bodyguards and spies) to spirit her brother home to Ussura. The party may have been hired by Lassia to guard his Ussuran architect or by Natasha to free her brother.

He Said... She Said

Vodacce has a long-standing feud with Vendel but they claim to have left their so-called problems at home and come to the meeting. Luco Villanova, a member of the Vodacce delegation, is actually a spy. Vodacce not been able to gain influence with any Guild member so Luco plans to turn the members on each other in an effort to have the organization collapse on itself and clear the way for his family to gain control of merchant ventures in Théah. Can the party keep everyone alive throughout the conference?

She Looked So Honest

Through secret channels, Vodacce has engaged the services of several pirates and privateers to attack the Hofsjokull. Lured by the rich fee, these pirates need someone to serve as their eyes and ears, and to supply them with detailed information about gun emplacements and routes of attack so they can use their six powerful ships to best advantage. These marauders did not survive so long by being stupid, so it is likely that they will present themselves to the party as normal businessmen.

Maab's Oculus

The Frothing Sea off the coast of Carleon is full of sudden treachery, including shallows, sirens, sharks, and pirates. It would seem guarded well enough by natural means to keep

other nations from entering its waters. However, marauding mercenaries and other less savory characters keep the navy of Avalon busy. Even on a quiet day, the Explorer's Society can be found poking about, looking for artifacts.

One such item, called Maab's Oculus, was discovered in deep caves on mainland Inismore. The Explorers recovered it after running afoul of some Sidhe and a few ghostly beings that seemed to be guarding it. The large blue orb swirled with an inner tumult of clouds and arcs of lightning. Anyone brave enough to touch it is able to see through another's eyes. The entire journey back with the blue orb was one surreal attack after another as spirits and legendary creatures once thought to be fairy tales materialized with alarming realism.

When the Oculus was finally brought to Avalon, the Guild House was attacked by wisps and the inhabitants of the house were pulled into a dream where they were entertained by lovely beings in a fairy court. In the waking world, the spirits that attacked the Explorers began to inhabit the society house, when then began to dissolve during the night. One Explorer, Jack McCannon, was able to drag himself from the ensorcelled sleep and gather others from the surrounding houses to help him get the Oculus onto a chartered merchant ship and out to sea. He armed himself as did the others with anything iron he could put his hands on — fireplace poker, candle stands, even horseshoes. As McCannon and his crew boarded the ship, the Explorers back on land awoke and the society house re-materialized.

McCannon knew that the orb must have been something the Sidhe wanted for themselves or perhaps had been guarding from some other intruder. Whatever its purpose, he dubbed it "Maab's Oculus" and left it on the ship until they could find a better (and safer) place to store it. While researching the Oculus, McCannon was asleep in the library. In his dream, he was overcome with mixed feelings of horror and delight as he felt several beings sweep into the room. Those Explorers standing guard watched in shock as McCannon leaned back in his chair with his eyes rolled up in his head. He began to mouth words without sound. When anyone tried to get close to him a cold wind forced him or her back.

As soon as McCannon came too, he said simply "We must never bring it back to the isle" and passed out. He would not speak of what he witnessed but began to devise a way to keep the Oculus out at sea indefinitely.

Morigan's Wheel

One day while sharing a pipe and gazing at the sea past Canguine, McCannon and Ravenild Hibbot spied a spot a couple of miles south where the fog seemed to hide and then uncover a piece of land. Together they devised a plan. The swatch of land seemed big enough to set the society house on, but they envisioned something larger.

Ravenild suggested asking for help from some of her cohorts at the Royal Association of Scientific Minds but McCannon wanted to keep their plan secret so that they could work out the details to prove the worth of their idea to potential backers. Unfortunately, Ravenild could not keep it quiet and discussed the plan with other fellow inventors and scientists including Mus Borwin and Goske Leman. It may have been a blessing and curse that she did so because members of the Invisible College volunteered to help build a safe house away from any true nation.

McCannon shared the idea with some of his superiors in the Explorers Society as a place to house the Oculus and other harmful artifacts. At one such meeting, some of Queen Elaine's had been within earshot and intrigued by the idea, they queried McCannon who worked with Ravenild to perfect their idea of a place they called "Morigan's Wheel."

In the company of Elaine's advisors, the plans were laid out. The explorer and the scientist showed the amazing structure they intended to make which would be a safe house and a study facility. The advisors explained that they had envisioned more of a military outpost or sea fort with cannon and soldiers, at which both McCannon and Ravenild reeled a slight bit. The advisors began to see problems with having scientists and Explorers involved. The idea of a safe house worried them a great deal. On the other hand, McCannon and Ravenild did not like the military aspects and the possibility that the project would be taken from them. The groups came back together the following day and compromised. This was an opportunity neither side could let pass.

The Avalon government would issue a charter much like the one afforded the Sea Dogs that allowed free reign to Morigan's Wheel as long as its closest allegiance was to Avalon. In times of need the outpost would serve as a fort to provide protection to allied ships and at the same time protection would be afforded to the fort itself with cannon and marines to keep the people and artifacts safe.

Many odd and arcane things surrounded the construction. The Frothing Sea is known for sirens and other nasty creatures, which strangely tended to keep their distance from the ships and people that began to make their way to the small island. Occasionally workers and marines claimed to see the ghost island Bryn Bresail. The scientists were able to test several new inventions: a new diving apparatus, folding cranes, pontoon platforms, collapsible forms, and a new kind rock mixture that could be applied in a thick paste and hardened to stone. This last was developed because stone was too expensive to be brought to the island.

To construct the main outer rim of the Wheel, workers erected a collapsible wooden form that they covered in the gray paste. As it hardened they added more, building the wall out. The outer wheel on the rim started with round pontoon wooded "islands" coated in a special tar and buttressed by reinforced air bladders. They coated that with the rock paste thick enough to sink the island. Then men in the diving apparatus anchored these little islands to the sea floor and connected them to the main island on which the tower was being built. As the tower grew, the smaller islands were used as crane points to hold pieces in place until they were dry.

Inside of the tower braziers helped dry the paste quickly. The wood frames had several ribs of iron affixed to the wood with the paste strengthening the overall structure. The inside of the tower contains a series of pulleys, plates, and ropes used to pull supplies and other items up to the various rooms. The platforms are big enough to lift two average people and up to 500 pounds. The backsides of all the rooms have a double door that opens to the shaft where the plates are lifted. Rooms are staggered on the inside and connect to the staircase.

The tower is 500 feet tall and the last two hundred feet contain rooms that take up the entire area of the circle of the tower. One traverses the tower by means of an ingenious pulley system that ends at the laboratories. From there you take the spiraling staircase again through the next two large rooms that are constructed the same way.

The room above the laboratory houses several books and inventions that need to be safely kept from other parties (as well as the Inquisition.) The next room has odds and ends, and is used to hold other devices and equipment as needed. The top room is designed to house Maab's Oculus, as well as other treasures including several giant lamps with a cowl on each to focus them out to sea. These lamps also have a blinder so that the light can be covered in a flash should they need to hide the fort in the fog quickly.

During the seven years it took to build Morigan's Wheel, construction was closely observed by several nations from passing ships, which were in turn observed by the Sea Dogs. McCannon could not wait to get the Oculus into Morigan's Wheel. The item had been transferred several times to different ships because word of its existence had skittered across the waves and many people — including Reis — wanted to own the powerful object.

As the moon rose on the orb for the first time, Bryn Bresail became visible and all those at Morigan's Wheel shuddered as they heard unearthly singing coming from the spectral island. No one was attacked, although no one slept that night, and that would not be the last time the Sidhe's fabled island would visit the Wheel.

Marines, scientists, traders, and explorers find their way to the Wheel. As the only place in Théah outside of the true law of any nation, it provides asylum for many people with a variety of intentions. As such the keepers of Morigan's Wheel have had to repel several different kinds of invaders: pirates, armies, thieves, spies, secret societies and the Inquisition.

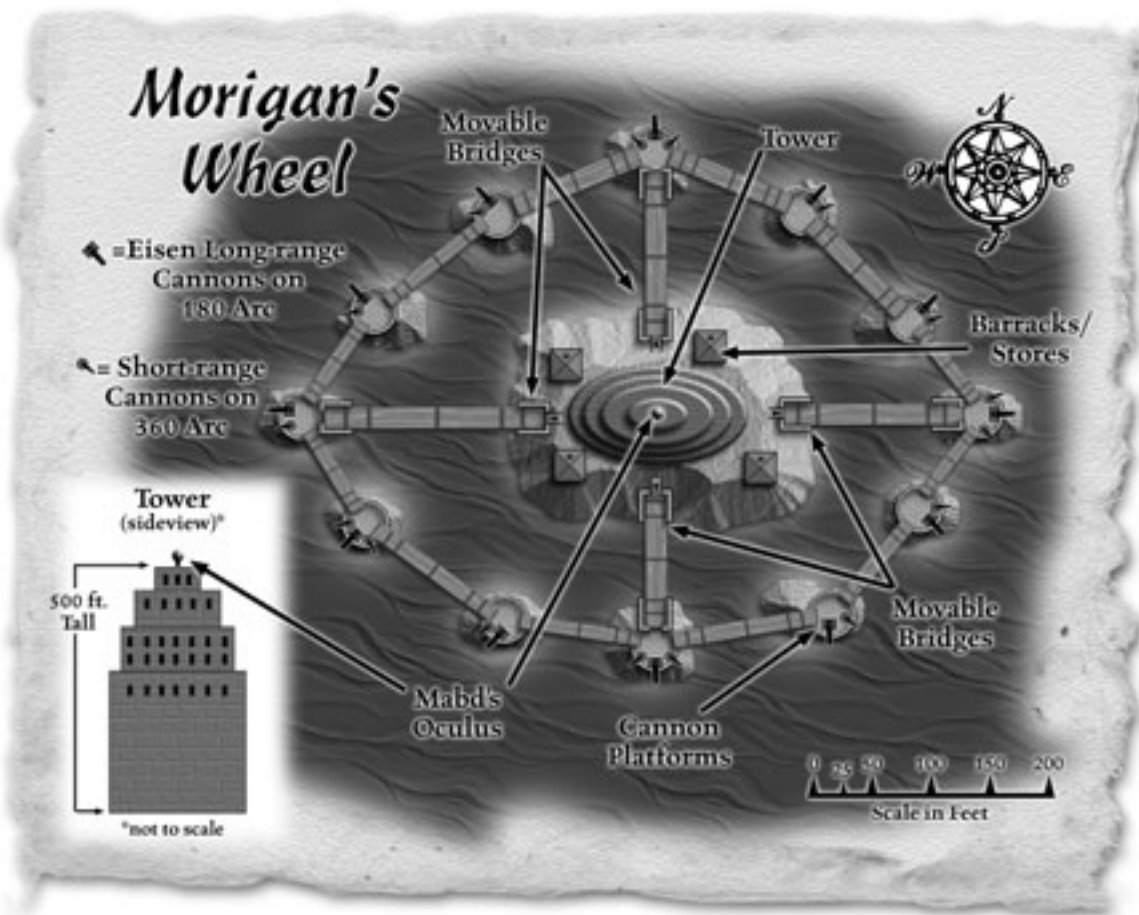
Morigan's Wheel Today

Morigan's Wheel is a marvel of architectural design for its time; more inventions and man-made materials went into its construction than for any other building in western Théah. With it, Avalon gains an increased military advantage. Although not directly responsible for the inventions created there, it has access to them if needed. Montaigne, of course, has tried to lay claim to the island, based on its proximity, but this has never come to more than posturing.

The small peripheral islands used to erect the tower have been turned into cannon platforms. Each cannon platform sits up out of the water at least 20 feet. Four main islands are tied to the main tower through reinforced flexible bridges to accommodate for the sea movement and storms. The bridges that link the larger cannon islands to the inner cannon islands can be disconnected to allow ships to dock at the tower.

Each of the larger islands has two other canon emplacements for a total of 12 canon islands. Each island has a long-range Eisen cannon mounted on a newly created 180-degree swivel. A crank on each swivel allows the cannon to be turned in a half circle arc so that it can be focused on a specific target. Each island also houses two smaller short-range cannons mounted on a 360-degree swivel with the same mechanical crank system. Each platform is reinforced to support firing a heavy powder cannon.

The 500-foot tall tower on the main island has eight-foot thick walls reinforced with iron. The island has been extended to accommodate other housing for firing crews where most of



the shot and powder is also stored. The bottom of the tower is a wide expanse holding extra supplies and the lift plates. There is also a kitchen on the ground, as well as one up on the first laboratory level where the platform plates stop. Giant cranks next to the two plates go all the way to the top laboratory. The rooms built in the center of the tower are living quarters, smaller laboratories, and libraries. Each room has a series of small cut-outs in the side wall that act as windows that can be covered with drapes or a wooden storm plate that swings into place from the right side of the window.

Cannon and Platform Crank

It takes a while to turn the cannons into position using the screw-type swivel. To turn 45 degrees from original position takes two combat rounds in either system. To lift anything onto the platform or plates in the tower takes two rounds for every two feet going up or two rounds per every five feet coming down.

There is one Eisen roaring cannon on each island for a total of eight around the Wheel. There are two rotating cannons on each island for a total of sixteen around the Wheel. There are other backup cannons inside the tower but they are set on wheels and take a long time to move into place.

EISEN ROARING CANNON (D20™)

Cost: 2,000 G

Damage: 5d12 (The target must make a Will save (DC 15) or suffer the effects of Fear.

Critical: ×4

Range Increment: 300 yds. (Short Range mod: +25; Long Range mod: +35)

Crew: 4

Aim: 5 full-round actions

Reload: 10 full-round actions

Move: 5 ft.

Hit Points: 100

Weight: ½ ton

EISEN ROARING CANNON (7TH SEA™)

Damage: 10k9

Range: 300 ft.

Short Range Mod: +20

Long Range Mod: +30

Reload: 50 Actions (Up to four people may contribute toward loading an Eisen Roaring Cannon.)

If the human target fails his Wound Check, he suffers one Dramatic Wound plus one more for every 5 by which he failed the roll. Anyone within 20 feet of a person killed by a roaring cannon is subject to an Intimidation Action from the cannon (Resolve 3). If he fails, he runs away.

STANDARD 12-POUND CANNON (D20™)

Cost: 500 G

Damage: 4d8

Critical: ×4

Range Increment: 275

Crew: 3

Aim: 5 full-round actions

Reload: 10 full-round actions

Move: 10 ft.

Hit Points: 60

Weight: ⅓ ton

STANDARD 12-POUND CANNON (7TH SEA™)

Damage: 8k7

Range: 250 ft.

Short Range Mod: +20

Long Range Mod: +30

Reload: 40 Actions

A human hit by a cannon suffers one Dramatic Wound plus one more for every 5 by which he fails his Wound Check, rounded down. For example, if he fails his roll by 25, he suffers 6 Dramatic Wounds. Fortunately, cannons take a while to load and it is difficult to target a single person.

Up to three people can contribute Actions towards loading a cannon which makes the process go faster. People in a naval battle are likely to suffer a certain amount of collateral damage from cannon fire, if only from splinters and broken ship parts flying about after a cannon attack. Historically, more men died due to splinters that direct hits from cannonballs.

SWIVEL BASE

Cost: 75 G

Attaching a cannon to a swivel base reduces the number of actions required to aim or re-aim the cannon by 2 (to a minimum of 1 full round of action) and the required crew needed to aim or re-aim the cannon is reduced to 1. This does not affect the time or crew needed to load or reload the cannon.

Characters

Jack McCannon

Jack has been an adventurer most of his life. He is now the caretaker, captain, and ambassador of Morigan's Wheel and he wonders if it is not more like running a country than having an adventure. One day he is trying to keep rival scientists from tearing each other apart and the next fighting alongside both of them to keep a pirate digger ship from raiding the Tower's coffers.

He has managed to surround himself with good people like Ravenild Hibbot (see *Invisible College™* for more information.) He often defers to brilliant women when he encounters problems with the scientist and inventor communities. Jack also commands the marines unless otherwise ordered by Queen Elaine or one of her advisors, since they belong to Avalon.

Jack has traded in his explorer vestiges for diplomatic clothes. His brown hair hangs to the top of his shoulders and he is always a few days past a clean shave. He is usually quite cool under stress and jokes around but is only funny really when things are really bad.

JACK MCCANNON (D20™)

Human Explorer 6/Archaeologist: CR 6; SZ M (humanoid); HD 6d4; hp 20; Init +2 (+2 Dex); Spd 30 ft.; AC +12; Atks: Base +4; SA: Limitless knowledge, Ancient Lore, Lucky, Evasion, Font of Wisdom, Extraordinary Luck, Great Knowledge, Greater Ancient Lore; Str: 14; Dex: 15; Con: 15; Int: 17; Wis: 15; Cha: 14; AL CN (E); Skills: Appraise 9, Balance 8, Bluff 10, Decipher Script 9, Escape Artist 6, Gather Information 10, Knowledge Synthesis 11, Open Lock 9, Search 8, Speak Language 13, Spot 9, Swim 10, Use Rope 9, Use Magic Device 11, Diplomacy 4; Feats: Limitless knowledge, Ancient lore, Lucky, Evasion, Font of Wisdom, Extraordinary Luck, Great Knowledge, Greater Ancient Lore.

JACK McCANNON – HERO (7TH SEA™)

Brawn: 3, **Finesse:** 3, **Wits:** 4, **Resolve:** 3, **Panache:** 4
Reputation: 42
Background: Vow
Arcana: Passionate
Advantages: Castille (R/W), Avalon (R/W), Montaigne (R/W), Theah (R/W), Ussuran (R/W), Vodacce (R/W), Linguist (R/W)
Membership: (Explorer's Society)
Hunter: Ambush 3, Stealth 4, Survival 2, Tracking 3
Scholar: Astronomy 3, History 4, Mathematics 2, Philosophy 2, Research 1, Theology 3
Streetwise: Shopping 3, Socializing 3, Street Navigation 4
Athlete: Break Fall 4, Climbing 3, Footwork 4, Leaping 2, Rolling 3, Side Step 3, Sprinting 2, Swinging 3, Throwing 1
Fencing: Attack 3, Parry 3
Captain: Incitation 2, Leadership 4, Logistics 3, Strategy 2, Tactics 2

GM SECRETS

Jack McCannon is the real reason the Wheel exists at all. If he had not been able to save the Explorers' Society house from Maab's Oculus, he and his colleagues might not be here at all. He remembers very clearly what transpired in that library when he was researching the orb. When he passed out, the feeling that someone was behind him was quite real. As his head lolled back during his fit, it was actually a Sidhe lord holding it back while pressing a long dripping sword to his neck. In front of him were two lovely ethereal women who spoke the same words in echo to him. "We have guarded the oculus for untold years. Its evil has rendered many a mind and empire asunder. Since you have stolen our charge from us you shall become the new guardian. Should you falter we shall make you..." and the entire scene became one of horror as the two women became undead hags "...IMMORTAL."

From that moment, Jack has been haunted by the task to keep the oculus from falling into the wrong hands.

STANDARD MORIGAN'S WHEEL MARINE (AVALON) (D20™)

Human Fighter 3: CR 4; SZ M or L (humanoid); HD 3d10; hp 20; Init +2 (+2 Dex); Spd 30 ft.; AC +12; Atks: Base +3; SV Fort +3, Ref +1, Will +1; SA: Evasion; Str 16, Dex 14, Con 16, Int 10, Wis 10, Cha 10; AL LG; Skills: Speak Language (Avalon + one other from your campaign); Balance 6, Climb 6, Craft 4, Handle Animal 4, Jump 8, Intimidate 9, Listen 7, Ride 7, Spot 6, Swim 6, Tumble 4; Feats: Improved Initiative, Quick Draw, Weapon Focus (firearm).

STANDARD MORIGAN'S WHEEL MARINE (AVALON) (7TH SEA™)

Brawn: 3, **Finesse:** 2, **Wits:** 2, **Resolve:** 2, **Panache:** 2
Reputation: None
Background: None
Arcana: Courageous
Advantages: Avalon (R/W), Théan
Membership: Swordsman's Guild
Athlete: Climbing 2, Footwork 1, Throwing 1, Swimming 2
Sailor: Balance 3, Climbing 3, Knotwork 1, Rigging 1, Sea Lore 2

Fencing: Attack (Fencing) 2, Parry (Fencing) 2

Firearms: Attack 3, Reload 3

Heavy Weapon: Attack (Heavy Weapon) 3, Parry (Heavy Weapon) 3

Pugilism: Attack 2, Footwork 3, Jab 1, Uppercut 2

Rois et Reines School: Beat (Heavy Weapon) 2, Lunge (Heavy Weapon) 2, Pommel Strike 2, Exploit

Weakness (Rois et Reines) 2

Canon: Attack 3

Adventures on Morigan's Wheel

The Lure of Evil

The large round blue sphere at the top of the central tower is a true Syrneth artifact of evil influence. Anyone who touches it can see through the eyes of any creature staring through the veil. These are never human eyes even if the creature may be taking the guise of a human. By searching and concentrating on the region one wishes to peer into, a person can see anywhere in Théah (including, at the GM's discretion, areas that may not have been discovered yet — visions of caves, long-lost sunken or buried cities, inhuman shapes that undulate in the starry night.)

The more a person uses the Oculus the more he is drawn to it, including members of a crew that disobeyed McCannon's order to stay clear of it while on their ship. (The GM should play this addiction with any NPC or character very loosely since it is an artifact of truly unknown origin.)

Reis is On His Way

An unknown buyer to "retrieve" as many Syrneth artifacts from Morigan's Wheel as possible has hired reis. Pressure from other countries has caused Queen Elaine's advisors to pull marines from the Wheel. Thanks to money from the Queen, McCannon can hire mercenaries to defend the Wheel. It should be a rollicking good fight!

The Price of Blood

A scientist asks to work on his new project — an alchemical experiment to aid in healing — away from his home country because he is under scrutiny by the Inquisition. The truth is that the scientist is actually doing blood work and has spirited away some samples of noble blood. He plans to hide at Morigan's Wheel until his benefactor Alvara Arciniega can rescue him. The Inquisition has arrived and demands that McCannon hand the heretic over to them. Jack's decision will affect everyone at the Wheel.

Through an Eye Darkly

Die Kreuzritter believes that they can use Maab's Oculus to find other Strangers. Masquerading as a marine, a guardian has been assigned to the Wheel under the guise of a marine and has been using the Oculus to gather information. As always, the marine has become addicted to its abilities. Caught nearby while off-duty, the marine fabricated a story about hearing strange noises and got off with a reprimand. The guardian is now plotting to steal the Oculus and bring it to the Hochmeister.

CHAPTER THREE:

The Sea

"Leadership is simply a glorified form of stubbornness. When you endure the greatest misfortune, then you know what it is to lead."

—Allende

Naval Campaigns

Countries form navies to protect their coastline, further their commercial and political interests, and enforce their will upon other nations. It should come as no surprise, then, that the desires and orders of the nation they serve limit the degree of freedom that naval officers enjoy.

Captains are often given sealed orders whenever they launch a voyage. They have a measure of independence about how to complete these orders, but any captain who disobeys orders is likely to face court-martial, followed by being cashiered out of the service, imprisoned, or executed for treason. As a rule, the better organized the navy, the more constrained its ships and officers are by orders and protocol.

Generally, officer positions go to noblemen while lower classes fill out the crew, although there are some exceptions to this, especially in post-Revolutionary Montaigne. An officer supervises the crew's work to ensure that everything runs smoothly. Their methods range from friendly encouragement to brutal floggings for the slightest infractions. As long as they carry out the captain's orders, officers are often given great leeway in how they behave, although the captain maintains final authority over his entire ship. (See Chapter One for details about the ship's crew.)

Fleet ships generally sail in small escort groups of two to four and armadas in groups of ten or more. In either case,

captains are generally not given much leeway for independent maneuvers. The Admiral or naval officer in charge of the formation receives the accolades (and blame) for the group's actions, so he keeps a close eye on subordinates to ensure nothing blemishes his record. He is particularly careful when in the presence of another nation's ships to insure that his response to aggressive actions is never unprovoked.

There are few loosely organized groups or independent naval commands that allow a young captain to demonstrate leadership ability and initiative far from the watchful eyes of senior officers. Of course, such a command is more likely to present opportunities for glory and honor as well as advancement while hunting down pirates, escorting precious cargo, rescuing people from shipwrecks, or exploring new trade routes.

A naval campaign is likely to include combat against an enemy. The captain's personality and orders play an important part in determining the mission's outcome, but the officers carry out the orders which makes them responsible for supplies, training, and discipline and especially for suppressing any uprising of disgruntled crewman. Luckily, mutinies are uncommon, partly due to the occasionally brutal manner in which they are suppressed or threats of retaliation from other ships.

For an inexperienced GM, a simple naval campaign can be a good setting. The players' roles are clearly defined with any deviation from orders becoming grounds for flogging or worse. Players' activities are restricted. If they stray from their appointed course, they may run into other ships that demand to know the reason for their presence (or, if they are lucky might assist them in their mission.) Despite these

restrictions, the GM can guide them into dozens of possible scenarios including espionage, pirate hunting, blockade duty, or transportation of precious (exotic, dangerous, suspect, etc.) cargo. Even if they have countermanded their orders, players may still be able to gain redemption through highly public acts of heroism, such as rescuing the admiral's daughter from pirates.

During a mission, the players must interact with the other ship's officers who are likely to have powerful connections and political positions beyond what one would expect onboard a simple naval vessel. It is not uncommon for a powerful courtier to send his son for a tour as a Midshipman.

As the players will find out, life at sea is never boring.

Magic and Ships

The ability to use magical abilities or warp the laws of nature is rare and powerful. Navies that use mages and sorcerers normally count anyone with such powers as an officer, but their presence is uncommon and sometimes difficult due to the inherent risks. Anyone who can instantly transport themselves long distances or wield fire, the greatest danger to a wooden ship, are particularly valued. On the down side, they are also carefully watched and any infractions are reported immediately.

Merchant Campaigns

Théah's lifeblood is the mercantile trade that flows across her waters. Metal ore, food, passengers, and weaponry move from one port to another onboard merchant ships of every nation. While Vendel and Vodacce have the largest mercantile fleets, even Ussura and Eisen merchants ply their trade in search of wealth. For many that wealth provides motivation, while others choose the merchant's life for its intellectual and social challenges. Selecting the correct cargoes, reaching the destinations on time, avoiding pirate and plague, and haggling for a good price are all part of an intricate puzzle that thrills the true merchant. Merchants often view other people and even sorcery or Synchron artifacts more as pieces of the puzzle to further their own goals than anything else. This is as exciting to them as are the twists and turns of intrigue or politics to a landlubber.

From a player's perspective, a merchant campaign is perfect for swashbuckling adventure. Frequent travel and constant danger add spice, while the social interaction gives the game a focus alternative to that of combat. A quick mind and clever speech are far more effective than a strong sword arm when haggling with a Crescent merchant or dealing with commercial rivals. In these campaigns, it is usually best that the party functions as the ship's officers or owner so they can select their own course and move at will. The PC owner determines her own cargoes and routes, while command and daily operations fall to the ship's captain and officers. A successful series of cargoes should provide enough profit for even the greediest player while the frequent travel and interactions allow other players to indulge in high adventure, romance, or intrigue, as they desire (and the GM permits.)

One of the most important factors in this kind of game is the ship itself. A fast ship with a small hold is unable to handle large cargoes while a larger ship, unable to put in at shallow ports, finds its destinations restricted. A ship with numerous

cannons can protect itself well but must pay wages for the gunners to man all the armaments, and these highly trained folks do not come cheap. While the party's ship allows them to be largely independent of outside influences, they need to consider its functions and purpose carefully.

The GM can use a seafaring merchant campaign to get players to explore different countries and cultures while still focusing on a relatively narrow area, namely the ship itself and ports at which she docks. Of course, players may make unexpected course changes, like taking a cargo to Eisen rather than Avalon as planned. A seafaring campaign gives the players the (possibly illusory) sense that they control their destiny. Naturally, if this freedom leads to abuse of materials, the GM will step in and make the necessary "course corrections."

One means of ensuring that newfound wealth is not abused is to keep the guilders out of players' hands. Emphasize that while their cargo is valuable, its value is primarily as trade stock. Merchants who insist on cash often find prices far lower than normal, especially in areas where money is scarce, such as the war torn lands of Eisen. Trading one cargo for another several times over a series of landings allows their wealth to grow. When they finally sell a cargo for a good-sized amount of guilders, the feeling is far more satisfying. This also helps strengthen the sense that the series of trades is part of a larger enterprise, rather than individual gains or losses.

Ideas for Merchant Campaigns

If you have a particularly exciting adventure planned at an exotic locale, dangling the prospect of huge profit from delivering a very rich cargo will probably work just fine as the bait that lures your players to that strange place in the Midnight Archipelago.

Another possibility is to have the ship's owner hire the crew for a series of trips that take the ship further and further from home. Cargoes with liabilities like vermin or defective goods are very effective in these games as well. A load of rice when combined with a sudden leak can introduce new twists on even the simplest runs. Heavily laden ships always attract the attention of pirates and buccaneers. The promise of riches in distant lands, such as Cathay or the Crescent Empire, often lures merchants into dangerous waters like the Corridors of Flame. A rival with a strong spy network who is determined to destroy the merchant may simply ship identical cargoes into destinations ahead of the party and undercut his price.

Do not be afraid to allow the party to plan their own routes or set up their own trades. In a world like this, a successful merchant must learn to run his business dealings with a combination of aggressive entrepreneurial style and extreme attention to detail. He must be prepared for any eventuality, be it pirates, bad weather, or uncharted coral reefs. It is not uncommon for a merchant vessel to run out her guns and seize another ship's cargo or try to smuggle a load of contraband past a blockade. Even feared privateers, like the Sea Dogs of Avalon, started as a group of merchants determined to protect their own country.

Smuggler Campaigns

While merchants move the vast majority of cargo in Théah, a network of smugglers constantly move contraband and forbidden loads in a sea of moral ambiguity. One day they are heroically bringing arms to beleaguered people struggling

under oppressive tyrants and the next day they may deliver *afyam* to the owner of an unsavory tavern. Many smugglers are actually decent folks dedicated to helping people by skirting the law. A good example is the Rye Grin, which has devoted itself to sneaking condemned aristos out of Montaigne.

Smugglers face naval authorities, pirates, other smugglers, and the normal dangers of the sea. Armed with only speed, stealth, and quick wits, they move with precision and daring. Large lumbering ships have no place in smuggling since the authorities can almost always bring enough force to bear to sink any single ship. Only by outrunning or outwitting their foes can smugglers survive.

The most commonly smuggled items are firearms, gunpowder, weaponry, drugs, slaves, fugitives, and Church prohibited materials such as Syrneth artifacts. However, if a blockade is established, any cargo can become illegal. The punishment for smuggling varies from branding to long prison terms to death by hanging.

For players, smuggling can be a dangerous business with rich payoffs or more commonly a simple extension of their other activities. A party of smugglers should be the officers of a smuggling vessel, although many smuggling ships are so small that they may compose the entire crew. A smuggling game might begin as a campaign to help others that naturally gravitated to the water. This focus works fine for a while, but usually changes again to another type of game, like a merchant or pirate game. In truth, it is not unheard of for a merchant to smuggle contraband or a smuggler to take a legitimate cargo from time to time.

Smugglers are generally courageous to the point of recklessness. Anyone willing to sneak past three Montaigne frigates to deliver a shipment of muskets to the Castillian resistance is unlikely to blanch at the thought of personal danger. This recklessness often extends to non-physical areas, such as gambling and seduction where the danger is just as real, if less immediate.

Ideas for Smuggler Campaigns

Beginning smugglers rarely have the contacts or knowledge to find the best cargoes but by taking goods to places no one else will go, their loads usually pay much better. Further, smuggling routes generally remain open for long periods. If the party takes a cargo of illegal Crescent goods from a Bernoulli contact in Vodacce to Freiburg, they can usually return to Vodacce for another load but even one failure is likely to lead to extremely difficult times. Once alerted, the authorities (especially those of the Inquisition) often hunt a smuggler for months.

Many smugglers incur enormous debts incurred for ship repairs. They may try to earn the money through gambling (which can lead to larger debts or worse) or to transporting questionable cargo along dangerous routes. That can force them to undertake risky missions for government officials to clear their names, and on it goes.

If the players insist on being smugglers, be sure the authorities are played as intelligent opponents. Victory over a stupid foe is rarely satisfying, while finally defeating a worthy adversary is a thrilling conclusion to a campaign. Smugglers gain reputation for heroic acts such as thumbing their nose at the Inquisition and their reputation suffers for villainous acts such as slave trading, but only if their acts become common knowledge.

Common Crewmen

A ship has a single captain and a handful of officers, but it requires dozens of hard working crewman to function. Regardless of whether the ship belongs to pirates, merchants, or a navy, it will require sailors to function. These sailors must endure brutal officers, harsh weather, long hours, (other) pirates, and all the uncertainties of a life at sea. In exchange, the common sailor receives meager wages until the voyage ends when he receives a single, hopefully large, payoff. Once ashore, most sailors are easily able to expend their entire bonus in a spree of drunken debaucheries. Then he needs to find a new berth and begin again.

For a GM, there are several benefits to running a game focusing around crewmen. One is that it allows new characters from a variety of backgrounds to come together and meld into a strong party. The experience of working together for the common good of the ship and fighting alongside another person bonds them together far better than if they have more abstract connections. As their expertise improves, they can advance in station and rank aboard ship until they might even become officers in their own right. This progression allows them to earn their place rather than beginning as an officer without the necessary skills or abilities.

Another benefit for the GM is that this type of campaign keeps control of the group in his hands. The crew notwithstanding, the captain is the absolute and final authority on board. If the captain orders the ship to turn south, any disobedience from the crew can result in flogging or charges of mutiny. The standard penalty for mutiny is death. By controlling the ship's captain, the GM has the direct potential to enforce his will on the direction of the game.

A crewman-based campaign also allows the party to travel widely and experience a variety of situations and settings. The crew of a mercantile ship that just returned from an exotic location might be invited to parties simply to regale the upper class elite with their tales. A plague that wracks the ship may require the crew to go ashore to find herbs or supplies. If the captain goes insane, the crew faces the greatest dilemma. Mutiny may be the only way to survive, but a failed attempt is certain to bode dire consequences. A paranoid captain will obviously be looking for signs of betrayal and move quickly to suppress any who oppose him. Success may mean the group will be hunted by authorities and the ship's creditors who have little interest in the their claims of maltreatment.

Players should focus on their naval skills and be ready for whatever the GM throws at them. Officers will probably distrust crewman who are unique, such as noblemen, or magic users because these sorts of people often cause trouble or lead mutinies. However, if the crewman shows over the long term that he is loyal, he is more likely to be entrusted with important duties, such as leading landing parties.

Archaeologists

Théah is full of treasures from ages past just waiting to be found. The Explorers Guild and other independent archaeologists are determined to discover these secrets of the past regardless of where they may lie. A shipboard archaeology campaign usually focuses on places that the ship can take the party on the outbound journey, but once they retrieve an item, getting it home safely can prove to be the source of a very exciting and dangerous campaign.

For the players, this type of campaign emphasizes their ability to deduce and discover the wealth of their past. Ancient scrolls and cryptic maps are far more important than cutlass or cannon and the ardent weeks of sea travel simply provide more time for the party to study and hone their talents. Once they reach their destination, the archaeologists must still deal with death traps, dangerous animals, and other men desperate to uncover the same secrets. Then the party must deal with getting their prizes past pirates, storms, and the dangers of sea travel. A successful arrival at home is no guarantee of safety, however. The party may find themselves embroiled in the politics and intrigue of upper class society after presenting their patrons with their findings.

Exploration

While archaeologists attempt to discover the truth about the past, true explorers are trying to discover the future. Rather than searching for musty ruins, they seek new lands. King Sandoval of Castille recognizes the importance of finding new lands to enrich his own lands and pay for his costly war reparations. This ambition has led him to finance numerous expeditions to investigate the unknown. While only a few of these expeditions have returned safely, they brought back with them important knowledge and fantastic riches. Other leaders have taken note and are beginning to organize as well. The goal is to find new lands to exploit and colonize.

Those actually engaged in pushing into new areas, have their own goals. More than anything else, they are focused on discovering what lies beyond the horizon. This insatiable curiosity led sailors to discover the Midnight Archipelago and other lands far outside the boundaries of conventional knowledge. The lust for the purported wealth these lands may contain is actually secondary to the thrill of being the first person to step foot onto uncharted territory.

Players often find this sort of adventure as thrilling as any other type of campaign. Regardless of the motivations for pressing beyond the known world, they pray to find something unexpected and it is up to the GM to provide unexpected new elements. It may be a new tribe of natives with knowledge and skills as yet unimagined or a new threat such as a slumbering sea creature that stalks those who disturb him. A wide variety of skills and abilities are needed since no one knows exactly what they will encounter. This may include sorcerers and people with first-hand knowledge of mystic or Synchronic artifacts.

It is important that the GM takes the time to establish the conventional world before embarking on this sort of expedition. A session or two in a more familiar setting, such as outfitting a ship in port, allows the party to establish the rhythm of the world before the GM changes it. Perhaps have the noble who financed the expedition insist on giving a reception for the party which is an excellent opportunity to plant hints about dark plans and ominous warnings before the ship departs the next morning for points unknown.

Diplomats/Spies

Intrigue rarely confines itself to a single point. Instead, it tends to expand from one conspirator to another, from one country to another. Perhaps a man who wishes to overthrow his queen engages the service of a pirate from another country to plague the navy or an assassin may train in another country to avoid suspicion. Since the path leads across the seas, spies and diplomats must do likewise.

Diplomats hold the key to the mainstream political views while spies must delve into the secret places and discover what threats lie hidden in the shadows. These two functions can often be combined within a party or even within a single individual. In either case, players in this sort of game must be willing to move freely and quickly from one setting to another. One session they may be in an Eisen nobleman's home and the next crawling the dock at Kirk. The key to these rapid scene changes may be a small yacht or merchant ship which not only allows the characters to move quickly from one locale to another, but also to frame their encounters and digest some of what they have learned while they sail from place to place. In this way, time spent onboard ship actually takes the place as a breather from their adventures rather than as an extension of them. Another possibility is that a foe may discover the ship and dispatch pirates or naval ships to destroy the party before they can reveal his ultimate design. A powerful storm may cause as much difficulty as a hidden assassin, so naval skills can be as important as social and underworld skills.

For the GM, a game of international naval intrigue allows for more breadth to the plots and can make untangling the matter more difficult. It can also allow the party to go badly awry at critical moments as they rush off in pursuit of a new clue rather than deal with matters in a single location. In this sort of situation, ship repairs or cargo management, like buying more supplies, may need to be dropped into play to encourage the players to investigate other leads. Other useful tools in this sort of game are the pirates and privateers who haunt the shipping lanes of Théah. Pirates are often privy to information on ship routes and movements that others are not. Tracking down this information may lead to alliances between a spy and a pirate that can later be extremely useful.

The key to this game is in the group's panache. More important even than intelligence, a sense of style and willingness to take chances will allow the characters to overcome their foes. Intrigue, swashbuckling adventure, travel, danger and a healthy dose of piracy combine to form the perfect game.

Missionaries

Religion plays a key role in the politics and lives of the people of Théah. Each year, thousands of men and women devote their lives to bringing the blessings of their beliefs to the unenlightened across the world. Generally, these missionary expeditions are sent to uncivilized areas such as the Midnight Archipelago, but missions to other countries are also common. Especially in areas such as Eisen where two or more religions have opposed each other for years, the conflict between Vaticine and Objectionists is no longer fought with weapons. Instead missionaries quietly carry on the work of converting people to the true faith.

For a player, this offers another kind of campaign. While the ability to defend himself is absolutely crucial given his strange and dangerous destinations, a missionary's greatest weapon is his faith and sincerity. No amount of sword swinging will convert a single heretic, while a simple conversation may transform a man into a new believer. Despite the importance of social skills, sometimes actions speak louder than swords. Solving a problem or unraveling a crime often helps reduce tension and increase appreciation for a new missionary.

The lands a missionary has left behind are not easily forgotten. The Inquisition and other extremist groups from home often have their own means of converting heathens to their way of thinking and they may not take kindly to the missionaries' tactics. The naval aspect of these games is often negligible, though the arduous trip to and from a mission can spice up this sort of campaign.

Privateers

The difference between a pirate and a privateer depends on who you ask. Privateers are the men and women who fight their country's enemies from the confines of a private vessel. Usually found in smaller countries like Avalon, which is unable to form a large formal navy, an individual obtains the written permission of his government (Letter of Marque) and then puts out to sea in his own ship. He has to give a large portion, usually one-tenth, of the booty he seizes to the government and he must obey the government's commands. In exchange, the government does not regard him as a pirate and may provide him some measure of support during difficult times.

Privateers have sailed the Seven Seas for a long time, but in the last decade or so their numbers have surged. When Castille formed an Armada to invade Avalon, Queen Elaine issued Letters of Marque to individual ship captains to defend the country. Led by Jeremiah Berek, this cadre of loyal privateers who called themselves the Sea Dogs were able to defeat and drive off the Castillian Armada. This spectacular victory convinced many of the benefits of the privateer and most countries have at least a few in service at any given time.

The greatest difficulty a privateer has is the uncertain world he lives in. The foreign ship he raids today may turn out to be his ally tomorrow. This can lead to revocation of governmental permission or far more serious repercussion. In fact, this denial in the course of shifting political situations can quickly lead to death. Stunning victories may cause unscrupulous rulers to declare him a pirate and seize all his booty for themselves. But the greatest danger lies in the heavily armed forces of other countries. A small naval escort can often intercept and destroy a privateer while the rich merchant ships flee. Despite the risks, the rewards can be enormous.

For a player, playing a privateer allows him to do a little bit of everything. He is a merchant, pirate, and naval officer rolled into one. The ability to choose between these roles is almost entirely in his hands. Because a legitimate government backs them, privateers cannot (usually) risk committing atrocities upon their victims. Those who lose their Letter of Marque may become hunted by the privateers they served previously. The relative benevolence encourages merchants to surrender rather than fight to the death against the merciful privateer. Many even convince the privateer to only take part of their cargo to prevent their ruin. Another incentive against atrocities is that most privateers were once merchants themselves and many plan to return to that life someday. They cannot afford to alienate anyone with whom they may need to deal someday. Among their own countrymen, privateers are often regarded as romantic heroes. The thrill of this adulation, the wealth they rob from enemies, and the requirements of the crown all come together to ensure the privateer has a lot to live up to. This can become a major component of a campaign if a character fails to reach this ideal and must later redeem himself.

Naval and social skills are important, but so are combat and mercantile skills. Special abilities such as sorcery or Synchronicity artifacts are often favored as means for achieving surprise over their opponents. Weather control and the ability to improve their own qualities, such as seeming larger or faster, are the most common magical powers among privateers. They often use specialty ships, either faster or with shallow drafts to elude or ambush their opponents.

For the GM, this campaign is both simple and not so simple. So the GM must simply provide settings and opponents to face. The problem comes when the players may move beyond what he has prepared and force the GM to think on the spot. The simplest means of eliminating this concern is to keep the captain a non-player character. A privateer's sense of style and more whimsical command structure allows the players to enjoy playing other officers or even crewman while control of the captain ensures the GM can dictate the direction of the campaign. Another possibility is to allow the players to move quickly and simply make things up as they go. If the party gets into a situation that they cannot handle, orders from the crown and reinforcements can become available. However, this is an uncommon occurrence, because privateers prefer to rely upon themselves. Fast moving and dependent upon the players for direction and scope, a privateer campaign must focus on the need to act upon their own initiative and with their own goals in mind.

Villainous Pirates

A cat o' nine tails in his hands and a scowl upon his face, the villainous pirate promises brutal treatment to everyone he meets. Pirates believe in no power greater than themselves and operate in a moral vacuum in order to enforce their own will upon an unwilling world. Their foes include navies, buccaneers, merchants, and anyone who gets in their way.

Onboard his ship, the pirate captain and his appointed officers rule with the hands of fear and brutality. He creates a charter with the rules and responsibilities for those under his command and any violation of the charter is punished with flogging, running the gauntlet, walking the plank, or other severe punishments. Those who cause trouble are generally punished rather than killed to serve as an example for the rest of the crew — generally an unrepentant band of killers, thieves, misfits, outcasts, and thugs.

Pirates use intimidation and terror to force their foes to surrender. Anyone who offered resistance might be drawn and quartered or have his belly slit open or perhaps just get tossed to the sharks. A pirate's reputation relies on stories about his horrible crimes. Captain Reis of the Crimson Rogers is the best-known pirate in western Théah; his scarlet sails and standing orders of "No survivors" chill the hearts of the most experienced sailors. In the east, no one wants to encounter the great Khereid-Din who long ago departed from any semblance of sanity.

Villainous pirates will use any and all means to destroy the opposition. Experimental gunpowder, strange sorcery, slave labor, and brutal treatment of their own men are all methods they employ. Even players with special skills or abilities, such as scholars or sorcerers, must take care to not overstep their boundaries. Often a pirate captain will kill anyone who talks back to him without thought towards the eventual consequences or loss of that person's abilities. It is not uncommon for a sorcerer or sailor to be tortured to force continued employment of their talents.

For players, piracy holds the promise of independence and adventure without a thought of remorse or consequences until the captain's whip falls upon their back. They can travel as their captain sees fit, kill at will, pillage and plunder. The major drawback is the inhumane and brutal conditions and evil nature of the crew. This is not a proper place for a hero.

Occasionally a hero or a group of heroes might be hired on without knowing the true nature of the vessel or she might impress the pirates with her fighting ability and be asked to join their ranks. This might set the scene for the hero to escape the ship and the crew, because to remain is to become as depraved as they are. Generally, in a pirate campaign, players should act as crewman but not as officers who are more directly responsible for enforcing the captain's twisted idea of justice.

For a GM, this kind of campaign is relatively easy to run. The players are entirely dependent upon the whims of the captain and his officers. Mutiny, attacks on innocents, and evading navies will take up much of the players' time. When an opportunity for escape occurs, the players must be ready and grab it quickly. If the players want to be willing participants in the pirate attacks, they should be subject to the full vagaries of fortune and the law. Most villainous pirates are captured and executed by naval forces by their third voyage. Only a handful, like Reis, survive beyond that.

Heroic Pirates

The heroic pirate or "buccaneer" is tailor-made for adventure. A term originally coined by the Brotherhood of the Coast in reference to their island home of La Bucca, buccaneers bow to no one, having declared themselves free of all outside influences. They rely upon themselves and their crewmates. Arrayed against them are the navies, merchant fleets, and law-abiding forces of the entire world. This does not mean that these pirates are the black-hearted villains their foes declare them to be. Instead, they are often simply men and women tired of the tight restrictions of the world and anxious to live on their own terms.

Heroic pirates must define themselves and how they will operate. While the nobility rule the land and the officers rule other ships, onboard a buccaneer vessel, the crew make the major decisions. They choose the captain and officers, usually selecting people based on how well they lead and how lucky they appear. Few sailors choose to serve under an unlucky captain. Once chosen, the captain possesses sole authority and control over his ship, especially in a crisis. In battle, there is no time for voting. It is only afterwards that the crew may elect to remove an officer from his position.

The crew's decisions are usually written in a charter of laws detailing punishments, shares of loot and responsibilities. While the charter often changes from one cruise to the next, the crew regard it with great solemnity during the voyage. Even brutal captains operate within the charters they create, because they know that the crew works better when they have guidelines. After Captain Xavier Heilspiel, an Eisen captain known for punishing his crew with a cat o' nine tails, struck a man in the heat of anger against the rules of his charter, his men sneaked into his cabin and strung him up. They were afraid that the charter would be insufficient to control his temper, so they resorted to sturdy knots. Often a charter is the only law pirates acknowledge but its provisions rarely extend beyond a single vessel.

Not everything beyond the confines of the ship is hostile, but that is often the way pirates act. On the whole, pirates are rarely needlessly brutal or greedy. They feel that a reputation for cruelty often only succeeds in hardening the resolve of their prey's defenders. Instead, they often spare the sailors, passengers, and half the cargo. Far better to seize half a cargo without bloodshed than lose a dozen men in a fierce boarding or be forced to sink your prize because they refuse to surrender. In particular, women are only rarely harmed by heroic pirates, although their virtue is never completely safe. This is due in part to the long months spent at sea and partly to the natural charisma many pirates possess.

For players, heroic piracy holds the promise of independence and adventure without having to work within a strict governmental structure. They can pillage and plunder, search for hidden treasure, smuggle, travel as they see fit, and yell their defiance to the world. The drawbacks, such as a lack of stable financial support and a secure future, may actually add excitement to the decision. Individual crewmembers may be heroic or villainous without changing the nature of the game

Gosse and Allende

Many pirate crews are actually formed around a single concept or individual. An example of this is Phillip Gosse, a famous gentleman pirate who preyed on shipping lanes of western Théah for over three decades in his ship, the *Uncharted Course*. He was notorious for holding parties upon the ships he plundered and he never took a woman's jewelry or her virtue. His men were honorable and courteous to their victims, most of whom never complained about their treatment at his hands. He even left his targets with enough provisions to make it to the nearest port.

Gosse took his beloved wife Clarissa, along with his crew and their families, in search of a place they could live out their lives in peace. They found a beautiful and remote island they named Utopia. Sadly, ten years later, Clarissa was kidnapped and murdered by the evil Robert Méchant. Utterly distraught by his wife's cruel death, Gosse managed to take comfort in the company of his young daughter Melinda who was well on her way to following in her father's footsteps.

The younger pirates among Gosse's crew grew bored and wished to regain the glory days. They returned to the seas, still condoning good-natured robbery and friendly piracy. Sadly, Phillip died in battle, supposedly against the Black Freighter. His crew disappeared after that, perhaps to Utopia...

Another well-known pirate organization is the Brotherhood of the Coast. This group of convicts seized control of La Bucca (their prison) and managed to make a daring escape. Commandeering several ships docked there they commenced their life of piracy. They have dedicated themselves to freedom and their own survival, and have fought off many attempts to recapture them. Led by the mysterious Captain Allende and comprised of scores of highly experienced sailors and killers, the Brotherhood of the Coast has become famous for fair treatment of those who surrender to them. Their ability to accomplish seemingly impossible feats has given rise to a fair store of fantastic tales.

greatly. Because they have some say in the direction of the voyage, players may be crewman or officers as they (and the GM) choose. Foremost, a pirate needs his freedom and the permission to make his own decisions. Those who cannot operate without backup or against seemingly insurmountable odds are best off finding berth elsewhere.

For the GM, heroic pirates are an excellent choice for a campaign. The players may influence their future as crewman or officers without trouble. The captain or other officers may override them if the party is unable to agree upon a course of action. Heroic behavior is encouraged among the pirates but they remain at odds with navies and merchants, giving the GM a built-in opposition. Even the acts of high seas robbery the party performs are softened because of the focus on reducing loss of life or goods. The pirates' separation from the forces of law and authority makes them ideally suited to certain tasks such as rescuing damsels in distress from tyrants, finding the buried treasure of other pirates, and attempting to sell dangerous stolen cargoes. They might even get called upon to support a group of rebels fighting against a tyrannical government. As bloodthirsty as the group may regard itself, they are usually a soft touch for someone in a desperate situation.

The GM should not allow a group of heroic pirates to mistake themselves for villains. While the world may view themselves as such, it is important that they keep the distinction in their own mind. A good focus for the game can be the contrast between a pirate's current status and what he used to be or how others perceive him versus how he sees himself. The party may be astonished to discover that a freedom-loving swashbuckling comrade was once simple clerk who toiled in a merchant's employ or that their quiet companion was once a powerful noblewoman. Part of the fun in these campaigns is unearthing other players' secrets.

Fleet Combat Rules

For ages, the sea has served as the world's foremost frontier as well as its primary trade route. The sea fills the imagination — the young, who long for adventure and fame, merchants who wish for fortune, and kings who lust for ever-greater power. To these ends do men flock to ships, rushing to their dreams or to their deaths at the hands of a heartless mistress — a force so powerful that the mightiest of man's ships is little more than a shadow to be swept away by a single, clear thought.

Nations construct mighty navies and armadas to exert control over shipping lanes or to cripple a foe's ability to transport troops, thus increasing their power over their enemies. These struggles have resulted in the great chronicles of naval conflict.

Words cannot do justice to the spectacle of heavy warships, cannons belching fire and death, bursting through enemy formations. Sails shredded, hulls burst by the blast of a dozen cannon balls, men tossed about as leaves before a wind... visions that haunt the memories of the survivors.

Because the prospect of a massive sea battle is so exciting in the environs of a swashbuckling game, it was thought that a system for working out battles between squadrons or even fleets of ships would be useful, however occasionally. The following is intended as a simple, abstract system for resolving fleet-sized sea battles in a role-playing game setting.

It is designed with two fleets; if additional forces are involved, they will undoubtedly be fighting on behalf of one side or the other and should be included in that fleet's forces.

The naval combat system below spends little attention on individual ships, concentrating rather on the fleet as a whole. It leaves the responsibility of presenting player characters with a more exciting and personalized interpretation of what is going on around them entirely to the GM.

The combat system requires that fleet commanders make certain decisions about strategy, then use a series of tables to resolve the conflict in small portions over a series of turns. Each fleet brings unique advantages to the battle, such as highly skilled leadership, master crewmembers, or onboard sorcerers. Those advantages are reflected in modifiers to one or more table rolls throughout the battle.

A system like this cannot account for every contingency that may occur in a fleet-sized confrontation, so it assumes that GMs will determine appropriate modifiers for actions or special circumstances that may arise during their games.

RPG Class/Skill Effects

Some characters are more at home on the sea than others. Of those, a gifted few have skills, abilities, or experience that makes them of great benefit to their ship and fleet. This section identifies the skills, knacks, backgrounds, and classes that provide quantifiable advantages when involved in fleet actions.

Each of the ship characteristics identified below contributes to a specific roll during the battle. Characters who possess one or more of the listed skills for that ship characteristic allow the fleet to add a modifier to one associated roll during the battle.

If a character has one qualifying skill, feat, class, etc., that allows the fleet to make one roll with a +1 modifier. A character with two or more of the listed qualities allows a modifier of +2 to one fleet roll associated with that characteristic. Note that these modifiers are used once per battle per character.

Characters' modifiers may not be combined to increase the modifier to a roll. Consequently, if there are five characters who provide roll modifiers in the fleet, the fleet will be able to add modifiers to five rolls (appropriate to those character's qualities) during the battle.

Each character providing such advantages must be assigned to a ship (see *Ship Profiles*). If one of these characters' ship is sunk before the advantage has been used, the modifier is lost.

Cannon

(Associated Roll: *Casualty*) The main offensive characteristic of a ship in Ramming Speed is the cannon. If the crew of a fleet includes one or more characters who have expertise with cannons, the fleet benefits during the battle.

Determine how many characters in the fleet have one or more of the following: Master Gunner class, Master Gunner Knack, any other specific Skill, Feat or Knack that the GM feels are appropriate for a modifier to Cannon.

Helm

(Associated Roll: *Helm Evasion*) This is first of a ship's two defensive characteristics. If the crew of a fleet includes one or more characters with experience at the helm, the fleet benefits during Helm Evasion rolls.

Determine how many characters in the fleet have one or more of the following: Helmsman class, Pilot or Helm Background or Knack, any other specific Skill, Feat or Knack that the GM feels are appropriate for a modifier to Helm.

Sail

(Associated Roll: *Sail Evasion*) This is the second of a ship's two defensive characteristics. If the crew of a fleet includes one or more characters with sailing experience, the fleet benefits during Sail Evasion rolls.

Determine how many characters in the fleet have one or more of the following: Topman class, Topman Background or Knack, any other specific Skill, Feat or Knack that the GM feels is appropriate for a modifier to Sail.

Captain's Modifier

(Associated Roll: *Any one roll during the battle.*) Excellent leadership allows a ship or fleet to accomplish tasks far beyond its normal ability. Great leaders boost morale, teach crews to better their performance, and employ superior strategies during a conflict. As such, a Captain's modifier may be used on any one roll during the battle.

Determine how many characters in the fleet have one or more of the following: Captain class, Captain Background or Knack, any other specific Skill, Feat or Knack that the GM feels is appropriate to a Captain's Modifier.

Ship Profile Classes

To create simple but useful profiles, ship details have been broken down into several major characteristics: Cannon, Crew, Helm, Hull, and Sail. Each of these characteristics is further defined through assignment of a "class" which ranges from 1 to 3, with 1 being the worst and 3 being the best.

CLASS 1

This indicates that the characteristic has minimum to average specifications or capabilities. The ship is dependable in this characteristic and occasionally capable of exceeding performance requirements.

CLASS 2

This means that the characteristic ranges from above average to good. The ship is highly dependable in this characteristic and regularly exceeds performance requirements.

CLASS 3

The ship is envied for its ability, which is exceptional in this characteristic. The ship is beyond dependable and consistently exceeds performance requirements in this characteristic.

Standard Profiles

Each potential combatant requires a profile that defines its characteristics so that it can participate in the battle. Ships have five characteristics that define the capabilities of their fleet. Emplacements have fewer traits to define them; in this case, movement and evasion are not considerations.

Below are the standard ship profiles broken down by nation. Although each nation would have several types of ships available for a sea battle, these profiles represent the average for the fleet. Although a fleet may include one or more ships from other nations, the overall affect is only

significant as it relates to specific skills and leadership of those ships. Consequently, it falls to the GM or the players to determine which nation's ships best represent the make-up of their fleet and build the Fleet Roster from there. As noted below, each nation's fleet has a special rule to distinguish it from the others.

TABLE 3-1: AVALON SHIP/FLEET

Traits	Class
Cannon	2
Crew	3
Helm	2
Hull	1
Sail	1
Magic	3

Once per battle, when making a roll on any table, the commander may use his fleet's Magic class in place of any other characteristic's class. For instance, when making a Sailing Evade roll, the commander could use his current Magic class in place of his current Sail class, improving his chances of a successful evade roll.

TABLE 3-2: CASTILLE SHIP/FLEET

Traits	Class
Cannon	2
Crew	3
Helm	1
Hull	2
Sail	3
Magic	1

Once per battle, when making a roll on any table, the Castilian commander may use his current Crew class in place of any other characteristic's class. For instance, when making a Helm Evade roll, the Castille player could use his current Crew class in place of his current Helm Class, improving his chances of evading.

TABLE 3-3: CRESCENT SHIP/FLEET

Traits	Class
Cannon	2
Crew	3
Helm	2
Hull	2
Sail	2
Magic	1

Once per battle, when an enemy player is making a Casualty roll against the Crescent Empire fleet, the Crescent Empire player may impose a -2 modifier to the roll, cumulative with any other modifiers already being applied to the roll.

TABLE 3-4: MONTAIGNE SHIP/FLEET

Traits	Class
Cannon	1
Crew	2
Helm	3
Hull	2
Sail	2
Magic	1

Once per battle, when making an Evasion roll of any kind, the Montaigne player may add a +2 modifier to the Evasion roll, cumulative with any other modifiers already being applied to the roll.

TABLE 3-5: PIRATE SHIP/FLEET

Traits	Class
Cannon	3
Crew	1
Helm	1
Hull	2
Sail	2
Magic	2

Once per battle, when making a roll on any table, the pirate player may use his fleet's Cannon class in place of any other characteristic's class. For instance, when making an Evasion roll, the pirate player could use his current Cannon class in place of his current Helm or Sail class, improving his chances of evading successfully.

TABLE 3-6: SYRNETH SHIP/FLEET

Traits	Class
Cannon	3
Crew	0*
Helm	2
Hull	3
Sail	2
Magic	0*

The Syrneth fleet, and ships within the Syrneth fleet, ignore casualties inflicted on the Syrneth fleet as a result of any Magic table result. In addition, once fleet orders have been made, the Syrneth fleet's enemies may not change those orders as a result of a Magic Table result.

TABLE 3-7: VESTENMANNAVNJAR SHIP/FLEET

Traits	Class
Cannon	1
Crew	3
Helm	2
Hull	3
Sail	1
Magic	2

Once per game, when making a Ramming roll, the Vestenmannavnjar player may add his current fleet Hull class to the roll. Also, the first time during the game that another fleet attempts to board a Vestenmannavnjar ship, the other player must roll on the Boarding table as if his crew is one class lower (e.g., a 3 Crew class would roll as if it were a 2 Crew class.)

Note: It is assumed that the Vendel will buy the best ships they can afford, regardless of nationality.

Emplacement Profile

Important harbors were often guarded by fortified emplacements to ward off pirate raids, warn of enemy attacks, and provide some actual defense against enemies. Though land-based emplacements are somewhat effective in defending harbors, they usually cannot be moved and are not always well-manned, which gives attacking ships an advantage.

TABLE 3-8: EMPLACEMENT PROFILE

Traits	Class
Cannon	2
Crew	2
Helm	0
Hull	3
Sail	0
Magic	1

When a Casualty roll inflicts damage on an emplacement, Helm damage is applied to the Emplacement's Crew and Sail damage is applied to the Emplacement's Hull. If an emplacement's Crew or Cannon is reduced below 1, the emplacement is no longer functional and is marked off as a casualty.

Preparing for Battle

This system is designed primarily for use in role-playing situations. Although the fleets are reasonably balanced, it is possible for a series of random results to turn a battle against your heroic adventurers. If you are not prepared to allow random die rolls to deliver your gaming group to their watery graves, study the tables and be prepared to provide an advantage or disadvantage where necessary to support your story.)

Preparation for a sea battle is an exciting project. First, you should know what is behind the battle — why are the forces willing to commit to such a devastating course of action, knowing that many of their brave sailors will never return. It is not always necessary for your adventurers to know — there may be some secret political machinations driving the assault.

Next, determine where the battle will occur. In which country's waters? Will it take place near emplacements? What advantages does the attacker have and why?

Finally, you need to determine the actual forces likely to be present. For example, if Montaigne is attacking a Castille merchant fleet, are they going to find a Vendel escort? If so, what impact would that have on the battle?

Compiling the Fleet

Now you can put the fleets together. Unless the players have been intimately involved in the fleet's assembly, this is probably a GM's task.

Generally, the attacking fleet is going to have an advantage. Why attack if you don't expect to win? This is not true of a defender, who might be forced to stand against a far superior foe. From such situations are legends born.

Although the attacker will have an advantage, it may not be an advantage of force. The attacker may depend upon surprise. "No one expects an attack on our heavily defended home harbor on the governor's birthday! They will all be at his party, so the boats will be lightly crewed and surprised by our attack." Such may be the rationale for a small force to attack a much larger defending force.

How does the GM handle such issues? Give significant penalties to virtually every trait of the defending fleet. Provide a minimum number of turns before nearby ships can even make an Evade roll (ships in the harbor will probably have to weigh anchor and hoist sails before they could even attempt to Evade attackers.)

Is that enough of an advantage for the attacker? Almost certainly (unless the commander was wrong about those command crews...)

Fleet Roster Sheet

See the Appendix, pg. 95, for the Fleet Roster Sheet.

Creating Fleet Rosters

Determine number of ships on each side and set the fleet traits to match the initial ship traits for the type of fleet being assembled. Then fill out the fleet rosters. Special characters should be assigned to specific ships by noting them on the appropriate ship profile.

Turn Sequence

Now that you know why and where the combat is occurring, who is involved — right down to the number of ships and placement of special characters — let the battle begin!

Take each step below in turn. Note that the GM rolls for weather once at the beginning of the battle. Any commanders with sorcerers or mages onboard may attempt to ameliorate the conditions through normal weather-control mechanics assigned to that type of sorcery or magic.

Weather

Although naval battles usually occur during seasons in which storms are unlikely, there are always exceptions. Often the doom of sailors, weather at sea can range from utter calm in which ships are unable to move unless they have oars to a raging tempest which can cause even the sturdiest of ships to take on water and sink.

A captain can control many things relating to the battle, but weather is not one of them (unless he has a very powerful *skjaeren* onboard or the power of the *Sidhe* as allies.) Sudden storms can force enemy fleets to fight under the harshest of circumstances.

At the beginning of the battle, one of the captains rolls 2d6 on Table 3–9: Weather Results to determine the weather at the start of a battle. Modifiers apply to all fleets equally.

Phase 1: Magic

Magic is a powerful force in fantasy settings and cannot be ignored as a resource for fleets. Great sorcerers and mages may offer their service to various fleets as a matter of patriotism for financial gain, or for their own dark purposes. Whatever their reasons for accompanying a fleet, their arts can have a profound affect on the battle.

Once each turn, fleets have a chance of generating a magical occurrence. Roll 2d6 and compare the results to the Magical Occurrence table below, referring to the column with your fleet's Magic Class. If the result indicates one or more magical occurrence, follow the instructions in the table.

The tables below provide varying results for magical occurrences. Again, roll 2d6 and compare the result to the column for your fleet's Magic Class to find the magical result.

Glamour

Glamour is the magical art of illusion and trickery. It enables you to hide the sharp rocks into which your opponent is about to sail, whip up a false storm, or make it appear as though your ships are someplace that they are not. (See table 3–12: Glamour)

Rune Magic

Rune magic involves controlling natural elements like weather and lightning and is especially effective at sea. (See table 3–13: Rune Magic)

TABLE 3–9: WEATHER RESULTS

Roll	Result
2	Dead Calm — reduce Sail and Helm Classes to 1.
3	Calm — reduce Sail and Helm Classes by 1 (1 minimum).
4–7	Fair Weather — no modifiers to fleet profiles.
8–10	Strong Winds — increase either Helm or Sail Class by 1 (3 maximum) and reduce Crew class by 1 (1 minimum).
11	Storm — reduce Crew, Helm and Sail Classes by 1 (1 minimum).
12	Sudden Gale — reduce Crew, Helm and Sail Classes to 1, make a roll on the Casualty table for each fleet. Evade rolls cannot be made against this Casualty result.

TABLE 3–10: MAGICAL OCCURRENCES

1	2	3	Magical Occurrences
2–10	2–9	2–7	Your fleet generates no magical occurrence this turn.
11–12	10–11	8–10	Roll one occurrence on Random Magic table.
	12	11	Roll one occurrence on an appropriate Magic table*
		12+	Roll two occurrences: one on appropriate Magic table* and one on Random table.

*The Avalon fleets uses the Glamour table and Vestenmannavnjar fleets uses the Rune table. Others use Random, gaining +1 to roll.

TABLE 3–11: NON-SPECIFIC MAGIC & LESSER EFFECTS

1	2	3	Random Magic
0–8	0–3	0–1	+1 to your Casualty roll this turn.
9–10	4–8	2–3	+1 to your Evade roll this turn.
11	9–10	4–8	+1 to your Helm and Sail Classes until the end of the turn
12	11	9–10	+1 to your Cannon Class until the end of the turn.
	12	11	Make an immediate Casualty roll for one random enemy ship, using Magic Class instead of Cannon. Regardless of results, only that one ship is affected, ignore fleet effects.
		12+	Make an immediate Casualty roll for two random enemy ships, using Magic Class instead of Cannon. Regardless of results, only those two ships are affected, ignore fleet effects.

TABLE 3-12: GLAMOUR

1	2	3	Glamour Magic
2-8	2-3		Once during this turn, before a fleet makes a roll on any table, cancel all modifiers to the roll.
9-10	4-8	2-3	After enemy fleet makes its Casualty roll, reduce the number of affected ships by one.
11	9-10	4-8	Make an immediate Casualty roll for two random enemy ships, using Magic Class instead of Cannon. Regardless of results, only those two ships are affected, ignore fleet effects.
12	11	9-10	Make an immediate Casualty roll for four random enemy ships, using Magic Class instead of Cannon. Regardless of results, only those two ships are affected, ignore fleet effects.
	12	11	After fleet orders are announced, you may change your order by one degree (caution to flank, flank to caution or committed, committed to flank or all out, all out to committed).*
		12	After fleet orders are announced, you may change your fleet orders to anything you wish. This magic is resolved after lesser results.*

**If both fleets get this result, the fleet with the lower Magic Class must re-roll until it gets a different result. If both fleets have the same Magic Class, both must re-roll until they get different results.*

TABLE 3-13: RUNE MAGIC

1	2	3	Rune Magic
2-8	2-3		Enemy fleet suffers -1 Sail Class until the end of the turn.
9-10	4-8	2-3	Enemy Fleet suffers -1 Cannon Class until the end of the turn.
11	9-10	4-8	Enemy Fleet suffers -2 to all Evade rolls until the end of the turn.
12	11	9-10	You may change the Weather for the enemy fleet by one row on the Weather table, which this does not affect your fleet. The effect lasts until the end of the turn.
	12	11	Make an immediate Casualty roll for two random enemy ships, using Magic Class instead of Cannon. Regardless of the results, only those two ships are affected. Ignore fleet effects.
		12	Make an immediate Casualty roll against the enemy fleet, using Magic Class instead of Cannon and apply the entire result to the enemy fleet, including fleet effects (which the fleet suffers the rest of this turn.)

Phase 2: Strategy

Strategy is one of the most important things a fleet must determine once the battle begins. Reading the situation, guessing what your opponent will do, then making the most of your fleet's capabilities are the elements that make sea battles so exciting... and dangerous.

During each turn, you must determine the most strategic course of action for your fleet. You make that determination in secret and write it on a piece of paper that you give to the GM. Once this is done, he will give the signal for "combat" to occur, at which time you announce your fleet's maneuver. The available strategies are Retreat, Caution, Flank, Commit, or All Out.

Retreat

This strategy serves several purposes. The most obvious is to remove your ships from a battle in which you no longer have any chance for victory. This tactic aims to put distance between your ships and the enemy. Another possibility is to make your enemy believe that you are leaving the battle, which may convince him or her to over-commit forces, allowing you to spring a trap. Note that a retreating force does not make rolls on the Casualty tables.

Caution

If you are unsure what to expect from an enemy, this "sit back and wait" stance is a common starting strategy. Although it leaves you a bit vulnerable to certain of your opponent's possible strategies, it prevents you from walking into an enemy-flanking maneuver. Be aware that it is very dangerous against a knowledgeable opponent who is committed to your destruction; otherwise, it is a fair tactic.

Flank

This strategy involves splitting your forces to take outside positions on either side of your opponent's fleet. It can force your opponent's fleet into a crossfire situation and may also force him to make mistakes. It is highly effective against certain strategies but terribly weak against others, especially if flanking causes a significant reduction in your overall strength.

Commit

This leader is convinced that he has an advantage and is quick to push it. Although this is a weak strategy against a Flank opening, it is fairly solid against most other strategies, usually giving at least as much as it takes in modifiers.

All Out

This commander is confident in his fleet's ability to crush his opponents and is willing to gamble heavily on that belief. Unfortunately, this is an "all or nothing" tactic that leaves the fleet vulnerable, especially to a flanking action by the enemy. When it works, it can end a battle quickly with overwhelming casualties. When it fails, it can end a battle just as quickly but with dire consequences for the attacking fleet.

Phase 3: Engage!

After both sides have selected their strategy and notified the GM, you both announce your move. Based on Table 3-14: Engagement Results, you determine your fleet's modifier on the Casualty table for this round. Note that your enemy's modifier will not be the opposite of your modifier — for instance, if you have a +2 modifier due to strategy, it does not necessarily follow that your opponent has a -2 modifier.

Note that most damage is done to random ships in the enemy fleet. If you choose, you may “target” a ship (apply the Casualty result to a specific enemy ship), but at the cost of damage to three random ships. In other words, you can do damage to three random ships or damage one specific ship. Obviously, you must cause damage to at least three ships to take advantage of this option.

Phase 4: Damage and Casualties

As fleets engage other, cannons belch flame and ordnance tear into canvas, wood, and flesh with similar results — whatever they touch is at least damage and more often, destroyed. In the thick of battle, plans and strategies often evaporate, leaving only instinct and courage. It is such times that the true metal of a man is tested, and he either does what has to be done or finds a dark corner in which to hide until death comes for him.

Unless a commander has chosen Retreat, each fleet may make one roll on Table 3-15: Casualty Results each turn (not including any rolls generated by magical occurrences).

Roll 2d6, apply appropriate modifiers, and compare the result to the columns headed with your fleet's Cannon Class. Locate the row that matches your result and apply the effects in the far right column to the enemy fleet.

TABLE 3-14: ENGAGEMENT RESULTS

Your Orders vs. Enemy Orders

	Retreat	Caution	Flank	Commit	All Out
Retreat vs.	N/A	N/A	N/A	N/A	N/A
Cautious vs.	-2	0	+3	-1	+1
Flank vs.	-1	-2	0	+1	+2
Committed vs.	0	+2	-1	0	+1
All Out vs.	+1	+1	-3	+1	+0

TABLE 3-15: CASUALTY RESULTS

1	2	3	Affect on the Enemy
0-1	0	0	No affect on enemy ship.
2-3	1-2	1	One random enemy ship take 1 Hull damage.
4	3	2	One random enemy ship take 1 Hull and 1 Sail damage.
5	4	3	Two random enemy ships take 1 Hull damage.
6	5	4	Two random enemy ships take 1 Hull and 1 Sail damage.
7	6	5	Two random enemy ships take 1 Hull, 1 Helm and 1 Crew damage.
8	7	6	Three random enemy ships take 1 Hull and 1 Sail damage.
9	8	7	Three random enemy ships take 1 Hull and 1 Crew damage. Enemy fleet has -1 Cannon Class during next turn.
10	9	8	Four random enemy ships take 1 Hull and 1 Crew damage. Enemy fleet has -1 Crew Class during next turn.
11	10	9	Four random enemy ships take 1 Hull and 1 Helm damage. Enemy fleet has -1 Helm Class during next turn.
12	11	10	Five random enemy ships take 1 Hull and 1 Cannon damage. Enemy fleet has -1 Cannon Class during next turn.
13	12	11	Five random enemy ships take 1 Hull, 1 Sail and 1 Helm damage. Enemy fleet has -1 Cannon Class and -1 Crew Class during next turn.
14+	13	12	Three random enemy ships take 2 Hull, 2 Sail and 2 Helm damage. Enemy fleet has -2 Crew Sail Class, -1 Cannon Class and -1 Sail Class during next turn. Enemy fleet cannot choose All Out tactics next turn.
	14+	13	Four random enemy ships take 2 Hull, 2 Sail and 2 Helm damage. Enemy fleet has -2 Crew Class, -2 Cannon Class and -2 Sail Class during next turn. Enemy fleet cannot choose Committed or All Out tactics next turn.
		14+	Five random enemy ships take 2 Hull, 2 Sail and 2 Helm damage. Enemy fleet has -2 Crew Class, -2 Cannon Class and -2 Sail during next turn. Enemy flee cannot choose Committed or All Out tactics next turn.

When 50% or more of a fleet's ships have sustained -1 to a specific trait, the overall fleet profile suffers -1 to that trait (minimum 0). When 50% or more of a fleet's ships have sustained -2 to a specific ship trait (minimum 0), the overall fleet profile suffers -2 to that trait. When a fleet profile has a 0 in one trait, it can no longer make rolls relating to that trait. Ships that have sunk are considered to have -2 to all traits.

Note: The fleet's Hull class is unimportant; Hull is only important to individual ship health.

Phase 5: Evasion Tactics

Seeing your opponent's ship line you up for a shot affords you mere seconds for reaction. No matter how swift or maneuverable your ship, it will feel like you are trying to steer an anchor as you watch the enemy drop torches to the rear of their cannons.

After a Casualty roll has been made against your fleet, you may make an evasion roll for your fleet using either Sail or Helm. These two defensive measures work very differently.

Sail Evasion

This form of evasion uses speed to get your ships out of harm's way. Your crew throws up as much sail as the ship can bear and hopes the wind provides the sudden burst needed to carry you out of your opponent's range. (See Table: 3-16: Sail Evasion).

When a fleet successfully uses speed to evade damage, the number of ships affected by the enemy Casualty roll is reduced, but at a cost. Because your fleet went to full sail, it will be out of strategic position at the beginning of the next turn, which restricts its offensive options for the next turn. *A fleet that uses Sail Evasion as a defensive measure can only select Retreat, Cautious or Commit tactics during the following turn.*

When making a Sail Evasion roll, roll 2d6 and match the results to the column that shows your fleet's Sail class.

After a result indicates a reduction in the number of ships affected by the enemy's Casualty roll, the enemy rolls to determine which of your ships are damaged. He should roll for the number of ships equal to the number specified in his Casualty result minus the number of ships indicated in your Sail Evade result.

Helm Evasion

The disadvantage of using your ship's maneuverability to avoid enemy fire is that you rarely avoid damage entirely — your quick maneuvers merely shift the area of the ship that is affected. In other words, your helmsman makes a quick turn to protect your ship's sails from enemy cannon, but in doing so exposes the ship's rudder.

The advantage of using defensive maneuvers to evade enemy fire is that it keeps your fleet in a tight position, and allows greater offensive options during the next turn. A fleet that uses Helm Evasion as a defensive measure can select any tactic except Cautious during the next turn.

When making a Helm Evasion roll, roll 2d6 and match the results to the column which shows your fleet's Helm class.

A "shift damage result" means that instead of taking damage as determined by the enemy's Casualty roll, you may choose to apply damage to another area of your ship. For instance, if the Casualty result indicates that three of your fleet's ships take one Hull and one Crew damage, and your Evasion result allows you to shift damage (one per ship) for two ships, you could choose to shift either the Hull or Crew damage to another area of the ship, like the sails or cannon.

The "remove one damage" means that the selected ships can ignore one type of damage caused by the Casualty roll. For instance, if four ships in your fleet were suffering 1 damage each to Hull and Helm, you could choose to ignore either of those points of damage on the number of ships

determined by your Helm Evade result. If only one type of damage is being inflicted, you can ignore one point of that damage.

Fleet and Ship Results

Resolve damage to ships by noting the damage to the appropriate trait of your ship's profile on the Fleet Roster. If a ship's Hull is reduced to 0, it sinks. If it has its Crew reduced to 0, it is adrift — consider it abandoned. A ship whose Helm or Sail is reduced to 0 can no longer benefit from Evade rolls.

In addition to damage to your ships, the Casualty table may indicate a fleet effect for the next turn, which are penalties to the fleet's Traits. These penalties are indicators that your fleet is operating at a disadvantage in one or more ways. Note these effects on your Fleet Roster sheet.

Your fleet can also suffer permanent losses to its Traits. When at least half the ships in your fleet have suffered damage to one Trait, such as Sail, the fleet loses 1 from that Trait. When at least half of the ships in your fleet have suffered 2 damage to one trait, the entire fleet loses 2 from that Trait. A fleet trait can never be reduced below 1 unless it no longer contains any ships with at least a 1 in that trait.

A ship that has been sunk is considered to have 0 in all traits. A character who was on a ship that has been sunk is not necessarily dead but is unable to participate in the remainder of the battle unless he is rescued by a Special Action, as noted below.

If a fleet ever has three or more traits reduced to 1, it must either retreat or surrender.

Phase 6: Special Actions

Where would swashbuckling be without heroic attempts to accomplish impossible tasks? The following section contains several of the more common actions that may be attempted during a sea battle in the age of swashbuckling. This is not a complete list, but the GM will be able to help players devise some of the less common actions that might be attempted.

Resolving Special Actions is always done after the normal actions of the turn, including Casualty rolls and Evasions. Your chance of success in the performance of a special action is affected by how successful your strategy was over the last turn. **Note:** it is not possible to make an Evasion roll against damage sustained in a Special Action.

TABLE 3-16: SAIL EVASION

1	2	3	Sail Evasion
0-3	0-2	0-1	No affect
4-9	3-7	2-3	Reduce the number of ships affected by 1.
10-12	8-10	4-8	Reduce the number of ships affected by 2.
13-14+	11-13	9-10	Reduce the number of ships affected by 1 and ignore fleet effects.
	14+	11-12	Reduce the number of ships affected by 3.
		13-14	Reduce the number of ships affected by 3 and ignore fleet effects.

TABLE 3-17: HELM EVASION

1	2	3	Helm Evasion
0-3	0-2	0-1	No affect.
4-9	3-7	2-3	1d3 Ships may shift damage (1 per ship).
10-12	8-10	4-8	1d6 Ships may shift damage (1 per ship).
13-14+	11-13	9-10	1d6 Ships may shift damage (2 per ship).
	14+	11-12	1d3 Ships may remove one damage. All ships may shift damage (1 per ship). Ignore fleet effects.
		13-14	1d4+1 ships may remove one damage. All ships may shift damage (2 per ship). Ignore fleet effects.

TABLE 3-18: SIGHTING RESULTS

1	2	3	Sighting Results
0-8	0-6	0-4	No sign of your target ship.
9-10	7-8	5-6	You spot her, but can't get near her. Gain +2 on this table if you try again next turn.
11	9-10	7-9	There she is! Maneuver over to her and attempt to board! (Roll on Boarding table).
12	11-12	10-11	Caught her looking the other way. Roll on Boarding table, gaining +1 to your roll.
		12	She never knew what hit her — roll on Boarding table, gaining +2 to your roll.

Boarding

Boarding may not be attempted until after the first turn of a fleet battle, provided that the fleet attempting the boarding action is using Flank, Commit, or All Out as a strategy. Note that a boarding action is not a fleet action, but rather is attempted by a single ship against another ship. Only the current profile for the ships involved is referenced during the boarding.

If the boarding action targets a random ship, use the Boarding table. If the boarding action targets a specific enemy ship, use the Sighting table below.

SIGHTING TABLE

Finding a specific ship in the chaos of battle is not easy. To determine if your ship can find and approach the ship you want to attack, roll 2d6 on the following table and matching the results to the column that shows your ship's Crew class.

BOARDING

Now that you have located the ship you want to board, you need to get in position and throw your grappling lines. This is often easier said than done. Below is a table that compares one of your ship's traits (Sail, Helm or Crew) against one of the enemy ship's traits (Sail, Helm or Crew).

It is a good idea to damage to your target ship before you attempt to board; reducing the target ship's traits will make boarding easier.

Check your chosen trait against your opponent's chosen trait on the table below. The number is the minimum result that you must receive on 2d6. If the combined total of the two dice meet or exceed that number, you have boarded. If not, you failed this turn.

TABLE 3-19: BOARDING DIFFICULTY

Your Trait vs. Enemy Trait	1	2	3
1 vs.	8	10	12
2 vs.	6	8	10
3 vs.	4	6	8

Each commander rolls 2d6 and matches the results up with the same number in the appropriate Crew Class column.

If you reduce the enemy ship to 0 Crew by death, disabling, or enemy crew surrender, you have control of the ship and can then pillage its treasures, rescue captives, etc. You can also scuttle the ship. (See Table 3-20: Boarding Results)

A failed boarding assumes no casualties. If no sailors have crossed the breach, none of them can be killed by Boarding actions (they can die by cannon fire or small arms fire, which is incidental). Once a boarding is successful, the "Boarding Results" table covers casualties inflicted on both sides.

Ramming

Ramming is a dangerous maneuver for a ship, but some ships are prepared and equipped for such activities, in particular Vestenmannavnjar ships and their crews. A fleet may only make one ramming attempt per turn. If a fleet has more ships engaged in such a risky activity, it could not count on them to perform any standard actions, like cannon fire or evasion.

Note that ramming is not a fleet action. It is attempted by a single ship against another ship, so only the current profile for the ships involved is referenced during the boarding.

To perform a ramming action against a random ship, roll on the Ramming table below. If you intend to ram a specific ship, use the Sighting table below.

SIGHTING THE TARGET

Finding a specific ship in the chaos of battle is not always easy. To determine if your ship can find and approach the ship you want to ram, roll 2d6 on the following table and match the results on Table 3-18: Sighting Results to the column that shows your ship's Crew class.

RAMMING THE TARGET

When performing a ram, the attacker rolls 2d6 and chooses either his Sail or Crew class. Compare the result to the column that shows the Class of your chosen Trait. (See Table 3-21: Ramming Results)

If your ramming action caused at least -1 Hull to your enemy's ship, roll on the following table.

DAMAGE FROM RAMMING ACTION

It is not unheard of for a ship that has rammed another ship to get stuck in the damaged target. Roll 2d6 on this table to determine what happens to your ship after the ramming action. **Note:** You need only roll on this table if your ram resulted in at least -1 Hull to the enemy target ship. (See Table 3-22: Damage from Ramming Action).

Rescue at Sea

Trying to rescue someone from the sea during a battle borders on the impossible. Desperate times call for desperate measures, especially if your admiral has had his ship sunk from under him and he is afloat in a leaky dingy and enemy has trained its guns on him...

To attempt the rescue, the fleet strategy for the turn is restricted to Commit or All Out. In addition, the fleet may only attempt a Helm Evasion during this turn, rather than a Sail Evasion. A fleet may only attempt one rescue per turn.

At the end of the turn, roll 2d6 and compare the result on Table 3-23: Rescue at Sea.

Scuttling a Ship

If a ship becomes a hindrance to the fleet, or if it is important that the ship or its cargo not fall into enemy hands, a captain may order his ship to be scuttled. While it may be a difficult thing to sink a ship from another ship, it is actually a simple task if you are on the ship to be sunk and have access to the ship's gunpowder stores.

A captain must announce at the start of a turn that he intends to scuttle a ship. Scuttling a ship is not exactly a secret thing — he gives the order and several crewmembers run below to light the powder stores and the rest of the crew starts filling the lifeboats or jumping overboard. If an enemy ship is in contact with the ship being scuttled due to

ramming or boarding, that enemy is likely to attempt one of two things — stop the scuttling or withdraw.

If your ship is in contact with an enemy ship when that ship gives the order to scuttle, you can attempt to disengage or you may attempt to take control of the ship and stop the scuttling.

ATTEMPTING TO STOP A SCUTTLING

You may only attempt to stop a scuttling if you have a ship in contact with the ship to be scuttled and if your ship has a Crew Class of at least 1. If these conditions are met, roll 2d6 and add your ship's Crew class, then subtract the enemy ship's Crew class and find the result on Table 3–24: Stopping a Scuttling on the following page.

TABLE 3–20: BOARDING RESULTS

1	2	3	Boarding Results
0–7	0–4	0–1	No gain or loss. Roll again next turn.
8–10	5–7	2–4	Roll again immediately with a +1 to result.
11–13	8–10	5–7	–1 Crew to enemy ship.
14+	11–13	8–10	–1 Crew to enemy ship and roll again.
	14+	11–13	–2 Crew to enemy ship.
		14+	You board successful and the enemy ship is reduced to 0 crew.

TABLE 3–21: RAMMING RESULTS

1	2	3	Ramming Results
0–7	0–4	0–1	You either missed or made no significant impact on the target ship. –1 Hull to your ship.
8–10	5–7	2–4	–1 Hull to your ship and to the enemy ship.
11–13	8–10	5–7	–1 Hull to the enemy ship.
14+	11–13	8–10	–1 Hull and Crew to the enemy ship.
	14+	11–13	–2 Hull to the enemy ship.
		14+	The ship's hull has burst asunder and she is sinking.

TABLE 3–22: DAMAGE FROM RAMMING ACTION

1	2	3	Damage from Ramming Results
0–7	0–4	0–1	Your ship's bow is locked in the enemy ship's hull. Immediately begin a boarding action and go directly to the Boarding Results table. If either ship sinks while locked, they both sink.
8–10	5–7	2–4	You extricate your ship without further difficulty.
11–13	8–10	5–7	You extricate your ship without further difficulty and manage to do damage as you pull away. –1 Hull to enemy ship.
14+	11–13	8–10	You extricate your ship without further difficulty as your crew fires a parting volley. –1 Crew to enemy ship.
	14+	11–13	You extricate your ship without further difficulty and manage to do a great deal of damage as your pull away. –2 Hull to enemy ship.
		14+	You extricate your ship without further difficulty and manage to do even more damage as your pull away. –2 Hull and –1 Crew to enemy ship.

TABLE 3–23: RESCUE FROM SEA

1	2	3	Rescue from Sea Results
0–7	0–4	0–1	The target of the rescue is lost at sea and presumed dead. No more rescue attempts may be made for this character.
8–10	5–7	2–4	The rescue attempt fails. Another attempt may be made next turn.
11–13	8–10	5–7	The rescue attempt is successful, but the character is too injured or exhausted to participate in the battle. Place the character on a random ship in the fleet.
14+	11–13	8–10	The rescue attempt is a success and the character is in good enough condition to participate in the rest of the battle on the ship that rescued him. An enemy character is held below decks.
	14+	11–13	As above and fleet morale is at an all-time high! Add +1 to all table roles during the next turn. An enemy character is held below decks.
		14+	As above, but add +2 to all table rolls during the next turn. An enemy character is held below decks.

TABLE 3–24: STOPPING A SCUTTLED

Roll	Stop a Scuttling Results
0–4	The ship is successfully scuttled. Any ship next to it is sunk.
5–6	The ship is successfully scuttled. Any ship next to it suffers –1 Hull and –1 Crew.
7–9	The ship is not scuttled this turn, but the struggle continues. The ship's captain may order a scuttling again next turn.
10–11	The ship is not scuttled this turn, but the struggle continues. The ship to be scuttled suffers –1 Crew class and the ship's captain may order a scuttling again next turn.
12+	The ship to be scuttled has been purged of all remaining crew — there will be no scuttling of this ship unless its captors scuttle it.

TABLE 3–25: BREAKING AWAY

Roll	Break Away Results
0–3	You don't break away in time. If the scuttling continues, your ship is adjacent when it happens. Your opponent rolls on the Casualty table (Cannon class 2) and applies result to ships adjacent to the scuttled ship, ignore excess ship results and fleet penalties.
4–5	You ship barely breaks away and is still too close when the enemy ship blows. Your opponent rolls on the Casualty Table (Cannon class 1) and applies results to your ship. You may reduce one damage effect by 1.
6–7	Your ship gets away just in time, but takes 1 point of damage to the Hull.
8–11	Your ship makes it away in good order.
12+	Your ship makes it away without problem. In addition, your crew was able to take something of value from the enemy ship before it was scuttled. If you went aboard the ship to rescue someone or obtain some item, your crew succeeded.

BREAKING AWAY FROM A SHIP BEING SCUTTLED

This maneuver can be more difficult than it sounds. Some of the enemy crew may have thrown lashings over onto your ship, so those will have to be cut while the rest of the crew is busy fighting enemy crewmembers. When attempting to break away, roll 2d6 and subtract the enemy ship's Crew class. Find the result on Table 3–25: Breaking Away.

End Phase: Update Roster

Make sure that your fleet roster is updated to reflect damage taken during the turn. The next turn begins with Phase 2: Magic.

Adventure on the High Seas

Scenario 1: The Betrayal of Captain Raygh

He sat at his table and twirled the rum around in his goblet. Once in a while a bit of the amber fluid managed to climb over the cup's lip and slosh down onto the charts below. Deep in his own brooding thoughts, the captain hardly noticed.

Captain Raygh was a monstrous brute of a man. Normally quite clean and tidy for a pirate captain, his hair was unkempt and oily, hanging in disarray over the collar of his heavy blue coat, and three day's growth shadowed the bottom half of his face. But it was his eyes... they showed smoldering rage... and something else. Could it be worry?

It was his plan — entirely his plan. It had taken months to convince the other pirate captains to lend him their support. Now they were virtually an armada! Seventeen pirate ships sailing into a Montaigne port to pillage a ship belonging to a tax collector — they would all be rich beyond imagination. And it was his plan! He would be the most brilliant, respected and feared pirate captain in the world.

Two days after setting out for the port of Viliard there had been a storm. It wasn't a bad storm, but the ships were spread out far enough that there were no accidents. When the storm cleared the next day, Captain Guillaume's ship was missing. It couldn't have sunk in the storm — impossible. Late in the day one of the lead ships reported sails on the horizon, far ahead in their direction of travel. Guillaume's ship was a sleek, two-masted schooner — far faster than any of the other pirate ships.

Could Guillaume mean to sell them out? Sell out Raygh's plan? Destroy months of work and the opportunity for Raygh to position himself as a pirate king?!!

The angry pirate hurled the goblet against the opposite wall in his small quarters. Rum flew in all directions. The dented goblet dropped to the deck and bounced a few times then started to move with the rolling of the deck. Raygh turned to glare out of his window, surveying the sea behind his ship.

Should he call it off? Was there enough of a danger? If he did, the others would never give him another chance — besides, his source had said the tax collector would only be in the port for a day or two. Everything had been timed so carefully!

Hooking his left hand under the chart table, he flung it to the side of the room, out of his way, then stalked out onto the deck. Climbing up to the aft deck, he counted the rest of the pirate ships in the failing twilight.

...fourteen, fifteen, sixteen... Sixteen ships.

Tomorrow, with the rising sun at their backs, those sixteen ships would sail into Viliard and destroy the seven or eight unprepared naval vessels in the harbor, leaving the merchant vessels and the tax collector's ship ripe for pillaging. It would take fifteen or twenty minutes before the two fortified towers were manned. In that time his armada could reduce them to ruins. Yes — it was a good plan.

Now where the hell was Guillaume?!!!

For the GM

In this scenario, the pirate captain has 16 ships. On one of the ships, the pirates have a special character, Captain Raygh, who provides one Captain Modifier of +2 (+2 to one roll during the battle).

As Raygh suspects, Guillaume reported the coming attack to the Montaigne port, but not for the reward Raygh would expect him to demand. Guillaume is a patriot and a spy for the

nation of Montaigne. He had successfully infiltrated pirate fleets before, always conducting his piracy against ships from countries other than Montaigne. Guillarme is also a special character, allowing a Captain Modifier of +1 on a roll.

Guillarme understood that a raid of this nature could easily turn Raygh into the dominant pirate captain — maybe a pirate king. He had to prevent the pirates from becoming organized. It was a difficult decision, leaving his cover, because he knew his Montaigne spy-master would be furious, but this was a dangerous and important situation.

When Raygh and his pirate fleet sail into Viliard, they will find not the seven or eight ships they expect, but a full dozen Montaigne fighting vessels. In addition, Guillarme's ship will fight with Montaigne for a total of 13 Montaigne ships plus two emplacements. Finally, the two fortified emplacements are manned and prepared.

Scenario 2: Castille's Armada

More than thirty proud Castillian ships dotted the sea around them. High in the crow's nest aboard *El Monstruo*, Franco Nuevo held a spyglass to his right eye and scanned the horizon, squinting against the harsh light of midday. Franco, at 15 years of age, was the youngest member of the crew and drew crow's nest duty on a regular basis. He was small and lithe enough to make the thirty-foot climb in mere seconds.

Though the Armada was still days away from Avalon, every ship was supposed to maintain a constant watch from their crow's nest. Most of the fleet thought it unlikely that they would encounter any enemy ships until the trap was sprung.

Franco put the spyglass down and rubbed his tired eyes. Looking below, he could see the upper cannon



deck with its 16 huge black cannons. He knew the deck below that held another 16 cannons, all prepared and ready to fire. “The Monster” was an appropriate name for the ship. There were only three other ships in the Armada that could match El Monstruo’s firepower, and none could beat it.

More than two dozen sailors scurried about the deck below, checking knots and lashings, inspecting cannons and supplies, and jumping to carry out orders given by the ships bosun or quartermaster. Franco picked up the spyglass and surveyed the horizon again, a slight smile playing at the corners of his mouth. Maybe the crew’s nest wasn’t such bad duty after all...

He spotted it immediately — a large cloud clinging to the level of the water. In this heat? Franco asked himself. He studied it a few moments more, noting its direction and speed. He grew confused as the cloud was moving against the wind, directly toward the Armada. How could that be?

Franco alerted the first mate and passed along every bit of information. He hoped the officer would be able to make more of it than he could. Almost instantly El Monstruo began signaling other ships and the fleet began to reform.

What is this all about? Franco wondered. He put the spyglass back to his eye and watched as the cloud grew closer, filling more and more of his vision. Then he saw the first one — the bow of a ship. As he moved the glass back and forth across the cloud’s leading edge, he spotted several more. They were sleek ships that danced gracefully across the tops of the waves, barely breaking the water, not pounding through the water like the Castillian ships.

The battle was about to begin...

For the GM

Once considered the mightiest naval force of Théah, history records that the Castillian Armada was broken during an attempt to invade Avalon in the year 1659 AV. This scenario allows characters to relive that historic battle — who knows but the battle might not have ended differently with the right people in the right positions during that epic war at sea.

The Castillian Armada consists of 32 ships. In addition, one of the ships has a Master of the Tops (+1 roll to Sail Evasion roll, once during the battle) and another has a Master Gunner (+1 to Casualty roll, once during the battle). The fleet is lead by an Admiral who provides a Captain’s modifier (+2 to any one roll, once during the battle). The Admiral must also be assigned to a vessel.

The Avalon fleet consists of 34 ships. In addition, the fleet carries four sorcerers (who must be placed in ships). The Avalon fleet gains a +1 on the Magic Occurrence table each turn for each sorcerer who is still involved in the battle. If a sorcerer’s ship is sunk, then the sorcerer is no longer in the battle. In addition, the Avalon fleet has three characters who each provide a Captain’s Modifier (+1 to any one roll, once during the battle — they may not be combined).

Scenario 3: The Ghost Fleet

Seven ships had been lost in the last few weeks. Seven sturdy ships... and there hadn’t been a storm in months. Gunter ordered the sails unfurled and the oars shipped.

He stood on the prow of Stolt Krigare, his ship the “Proud Warrior.” With eight ships following his command vessel, Gunter Vergunson was tasked with finding out who was responsible for destroying or capturing the lost Vestenmannavnjar ships and putting an end to it.

Easier said than done, he thought. With three countries vying over shipping lanes in the area, narrowing the field of possible enemies to one could be quite a task but he was confident that his nine ships would have no difficulty enforcing the Althing’s will at sea if Castille or Montaigne was behind the disappearances. Still, his ships would make a fair accounting of themselves, should it come to that.

Gunter pointed to his second in command, Afkarl, to note that he was being left in command, then went below.

As evening fell some hours later, Gunter was roused from his charts by shouts from the deck above. Leaping up the ladder to the helm’s station, he followed the eyes of his crew to the horizon. The setting sun had stained the sea blood red and the sky was an unconventional mix of pink, purple, and orange. In the midst of these swirling colors were several ships, still several nautical miles off. They seemed set on an intercept course with his group of ships.

Keeping a close eye on them over the next half an hour, he has his crew prepare for battle. Though it was too dim to see details now, he had been unable to distinguish any flags or banners on the ships earlier — so he assumed these were not friends coming to pay respects.

The sun was sliver at the edge of the sea when the other ships came within striking distance. Though lighting was poor, Gunter had been able to note a few things about them. The first thing being that their sails torn and tattered beyond use. Bad as that was, the second thing he noticed was much more disturbing — there appeared to be no crew aboard.

Sailors are normally superstitious, but Vestenmannavnjar society revolved around many things that are supernatural at the core. As a result, their sailors are even more superstitious than their counterparts in other fleets. Gunter’s crew was already wide-eyed, as whispered speculations rolled across the deck like heavy seas. As for Gunter himself, he was regretting that he had not followed his father into farming — though the harsh soil of his homeland would sooner draw blood than grow anything edible.

His small fleet had maneuvered itself into a defensive posture hoping that the other ships would simply pass, but that was not to be. As the first ship came within range, it turned broadside and strange flames spit from unknown devices on its sides.

Barking orders, Gunter turned his pent-up fear into rage — a tool that he used to whip his stunned crew into efficient action. Cannon crews waited his order. Other ships in his fleet were taking position on the strange enemy.

Well, Gunter thought to himself, we may not know who we’re fighting, but we’ll soon show them that we know how to fight. With that thought still swirling in his mind he dropped his hand in a chopping motion and six cannon fired along his ship’s port side peppering the closest enemy ship.

For the GM

The Vestenmannavnjar Fleet contains nine ships. The command ship has three characters aboard who provide modifiers: (1) Captain Vergunson who has a Captain’s modifier (+2 to any one roll, once during the battle); (2) Afkarl who is a master gunner (+1 to any Casualty roll, once during the battle); and (3) a master of the tops (+1 to Sail Evade, once during the battle).

The mystery fleet consists of five Sýrneth ghost ships but there are no characters aboard them.

APPENDIX:

Ships and Cargo

Ships of Théah

For information about other ships, see the following references:

SWASHBUCKLING ADVENTURES™ (D20™)

- Ship Construction Rules
- Rowboat
- Raft/Small Barge
- Large Barge
- Longship
- Galley
- Small Merchantman
- Large Merchantman
- Frigate
- Ship of the Line
- Ship's Feats
- Ship-to-Ship Combat Rules (one-on-one combat)
- Weather Effects on Ships

HEROES, VILLAINS AND MONSTERS™ (7TH SEA™ & D20™)

- *The Black Freighter*

EXPLORER'S SOCIETY™ (7TH SEA™ & D20™)

- The Island Hopper (*The Midnight Sylph*)
- The Shield Man (*The Mikochoy*)
- The Blockade Runner (*The Intrepid*)
- *The Discovery*
- The Giant Killer (*The Hawk of Culzean*)

WAVES OF BLOOD™ (7TH SEA™ ONLY)

- Advanced Sailing Rules
- Advanced Naval Battles
- Ship Modifications
- *The Hanged Man*
- *The Falcon's Roost*
- *El Corazón del Castille*
- *El Fuego Negro*
- *The Strange Skies*
- *Freedom's Key*
- *The Crimson Roger*
- *The Uncharted Course*
- *Le Grenouille du Grâce*
- *Le Prédateur de Les Mes*
- *The Black Dawn*
- *The Hurricane*
- *The Revensj*
- *The Sea Lion*

How to Use the Cargo Tables

The charts on the following pages are used to help determine cargo for travelling ships. Instructions on using them can be found on pages 28–35.

TABLE 4-1: CARGO DETAILS BY LOCATION
Northern Trade Route

Bulk Goods	Northern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Oil	1	400	450	500	500	650	450	500	500
2	Fur	2	1,000	1,000	1,400	1,000	1,300	600	800	600
3	Leather	1	500	550	400	400	600	400	500	250
4	Paper	2	1,200	1,000	1,000	1,000	1,400	1,300	1,200	1,200
5	Timber	2	1,200	1,000	1000	1,000	1,400	900	1,200	600
6	Timber *	4	2,400	2,000	2,000	2,000	2,800	1,800	2,400	1,200
7	Cloth	1	650	700	600	650	750	500	700	600
8	Cloth	2	1,950	2,100	1,800	1,950	2,250	1,500	2,100	1,800
9	Feather	1	500	400	700	500	550	400	600	100
10	Dirt *	8	400	1,200	400	400	400	400	400	400

Ore/Metal	Northern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Iron Ore	2	400	300	400	400	500	400	500	100
2	Iron Ore *	6	1,200	900	1,200	1,200	1,500	1,200	1,500	300
3	Cast Iron	2	600	500	600	600	700	600	600	150
4	Ore (Various)	4	1,200	1,000	1,200	1,200	1,400	1,200	1,200	300
5	Steel	2	900	800	900	900	1,000	800	900	200
6	Steel	4	1,800	1,600	1,800	1,800	2,000	1,600	1,800	400
7	Coal	4	1,200	800	900	1,000	1,100	900	1,000	400
8	Stone	2	450	450	600	450	500	450	600	200
9	Precious Metal	2	850	700	1,000	750	900	800	800	500
10	Copper/Tin	4	1,200	1,000	1,200	1,200	1,400	1,200	1,300	400

Perishables	Northern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Fish, salted *	4	900	1,500	800	800	1,000	700	700	500
2	Beef, salted	2	500	800	400	600	500	400	400	500
3	Vegetables (Broccoli, Spinach, Lettuce)	2	450	700	500	550	600	400	400	400
4	Vegetables (Peas, Beans, Corn)	2	450	700	500	550	600	400	400	400
5	Cheese	2	500	700	600	500	600	500	600	400
6	Mead, Ale, or Beer *	6	3,000	3,900	2,400	3,000	3,600	2,700	2,700	3,000
7	Potatoes	4	900	1,500	1,000	1,000	1,200	1,000	1,000	1,100
8	Rice	4	1,000	1,600	1,000	1,100	1,000	800	1,000	1,000
9	Wheat *	6	1,500	1,800	1,500	1,800	1,800	1,200	1,500	1,800
10	Butter/Milk	2	600	850	700	700	700	400	550	600

Livestock	Northern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Cows *	4	2,000	2,800	1,800	2,000	2,400	1,600	2,200	2,000
2	Cows	2	1,000	1,400	1,000	1,000	1,200	800	1,100	1,000
3	Pigs *	4	2,000	2,800	2,000	2,000	2,400	1,600	2,000	2,000
4	Pigs	2	1,000	1,400	1,000	1,000	1,200	800	1,000	1,000
5	Chicken	2	800	1,200	900	1,000	1,000	600	800	1,000
6	Horse	2	1,400	1,200	1,700	1,000	1,200	1,400	1,200	700
7	Reroll on Special Cargo Chart									
8	Poultry	2	800	1,200	900	1,000	100	600	800	1,000
9	Oxen/Mules	2	1,000	1,400	800	1,000	800	800	700	1,000
10	Sheep *	2	450	650	500	500	500	400	500	700

Passengers	Northern Trade Route	Size	Price
1	Avalon Explorer travelling to Midnight Archipelago	0	varies
2	Female (reroll again ignoring this result)	0	varies
3	Family (reroll again, ignoring this result)	1	varies
4	Eisen Courier traveling to Ussura port	0	varies
5	Montaigne Diplomat traveling to Carleon	0	varies
6	Montaigne Fop travelling to Montaigne court	0	varies
7	Avalon Nobleman travelling to Freiburg, Eisen	0	varies
8	Ussuran Merchant going to Vendel port	0	varies
9	Eisen immigrant going to Avalon rural area	0	varies
10	Vendel jenny travelling to Montaigne city	0	varies

Finished Goods	Northern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Clothing	2	2,400	2,200	2,700	2,200	1,800	2,200	1,800	2,000
2	Books	1	1,300	1,000	1,450	1,200	1,000	1,000	1,100	1,500
3	Firearms	1	1,300	900	1,300	1,000	1,000	1,300	950	1,100
4	Furniture	2	2,100	1,600	2,500	1,600	1,500	1,700	1,400	1,900
5	Artwork	0	850	650	1,250	800	1,100	850	1,000	250
6	Tools *	3	2,700	2,350	2,300	2,500	2,300	2,500	2,200	3,100
7	Dishes/ Silverware	1	800	800	900	800	750	850	700	900
8	Lanterns	1	800	800	900	800	750	850	800	900
9	Pots and Pans	1	750	700	800	750	650	800	600	900
10	High Class Items	1	1,500	1,200	2,000	1,400	1,400	1,400	1,700	1,500

Southern Trade Route

Bulk Goods	Southern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Cork	1	500	500	550	500	600	300	400	500
2	Tea	1	600	500	650	500	600	400	600	400
3	Leather	2	1,000	1,100	800	800	1,200	800	1,000	500
4	Paper	2	1,250	1,100	1,100	1,100	1,400	1,200	1,100	1,200
5	Timber	2	1,150	950	950	950	1,350	850	1,150	600
6	Timber *	4	2,300	1,900	1,900	1,900	2,700	1,700	2,300	1,200
7	Cloth	2	1,400	1,400	1,400	1,300	1,600	1,000	1,400	1,200
8	Gunpowder	2	800	900	800	650	650	1,000	600	500
9	Reroll on Special Cargo Chart									
10	Rope	1	400	400	400	400	500	300	400	300

Ore/Metal	Southern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Iron Ore	2	375	275	375	375	475	350	475	100
2	Iron Ore *	6	1,125	825	1,125	1,125	1,425	1,150	1,425	300
3	Cast Iron	2	550	550	550	550	650	450	550	150
4	Ore (Various)	4	1,100	900	1,100	1,100	1,300	1,050	1,300	300
5	Steel *	6	2,400	2,100	2,400	2,400	2,700	1,950	2,400	600
6	Stone (Marble) *	4	1,800	1,600	2,400	1,800	2,000	1,600	1,800	400
7	Coal	4	1,200	800	900	1,000	1,100	850	950	400
8	Stone *	4	1,200	1,200	1,600	1,600	1,500	1,000	1,000	400
9	Precious Metal	2	800	650	950	700	850	750	750	500
10	Copper/Tin *	6	1,725	1,425	1,725	1,725	2,025	1,725	1,725	600

Perishables	Southern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Fish, smoked *	4	850	1,450	750	750	950	650	650	450
2	Beef, salted*	6	1,350	2,250	1,050	1,650	1,350	1,050	1,050	1,350
3	Vegetables (Tomatoes, Squash, Onions)	2	400	650	550	500	550	350	350	400
4	Citrus Fruit *	4	1,400	1,300	1,500	1,400	1,500	1,100	1,300	800
5	Cheese	1	600	600	650	500	650	500	600	400
6	Wine *	6	3,000	3,000	4,000	3,000	3,600	2,700	2,800	3,000
7	Corn	4	900	1,500	1,000	1,000	1,200	1,000	1,000	1,100
8	Rice	4	1,000	1,600	1,000	1,100	1,000	750	950	1,000
9	Wheat *	8	2,000	3,200	2,000	2,400	2,000	1,350	2,000	2,400
10	Butter/Milk	2	575	825	675	675	675	350	500	600

Passengers	Southern Trade Route	Size	Price
1	Castillian student travelling to Eisen Academy	0	varies
2	Vodacce Fop travelling to Castille court	0	varies
3	Montaigne Nobleman travelling to Vodacce island	0	varies
4	Castillian Merchant going to Vodacce island	0	varies
5	Castillian church official going to Vaticine City	0	varies
6	Vodacce immigrant going to Castille rural area	0	varies
7	Vodacce courtesan travelling to Vodacce city	0	varies
8	Montaigne student traveling to Castillian University	0	varies
9	Avalon Explorer travelling to Midnight Archipelago	0	varies
10	Female (reroll again ignoring this result)	0	varies

Livestock	Southern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Cows *	6	3,000	4,200	2,700	3,000	3,600	2,400	3,300	3,000
2	Cows	2	1,000	1,400	1,000	1,000	1,200	800	1,100	1,000
3	Pigs *	6	3,000	4,200	3,000	3,000	3,600	2,400	3,000	3,000
4	Pigs	2	1,000	1,400	1,000	1,000	1,200	800	1,000	1,000
5	Poultry	4	1,600	2,400	1,800	2,000	2,000	1,200	1,600	2,000
6	Horse	2	1,400	1,200	1,700	1,000	1,200	1,400	1,200	700
7	Slaves *	8	4,000	3,600	3,600	4,000	4,800	4,000	5,600	6,400
8	Poultry	2	800	1,200	900	1,000	100	600	800	1,000
9	Oxen/Mules	4	2,000	2,800	1,600	2,000	1,600	1,600	1,400	2,000
10	Sheep *	8	900	1,300	1,000	1,000	1,000	800	1,000	1,400

Finished Goods	Southern Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Clothing *	4	4,300	3,900	4,900	3,900	3,100	3,800	3,000	4,000
2	Books *	2	2,400	2,000	3,000	2,400	2,000	4,800	4,800	3,000
3	Fencing Weaponry	1	1,300	900	1,300	1,000	1,000	1,300	950	1,100
4	Furniture *	4	4,200	3,200	5,000	3,200	3,000	3,400	2,800	3,800
5	Artwork	1	900	700	1,300	800	1,250	800	1,000	250
6	Tools *	3	2,700	2,350	2,300	2,500	2,300	2,500	2,200	3,100
7	Dishes/Silverware	2	1,500	1,300	1,900	1,500	1,800	1,600	1,300	1,800
8	Glass Sheets	1	800	800	1,000	750	950	800	900	900
9	Pots and Pans	3	2,250	2,100	2,400	2,250	1,950	2,400	1,800	2,700
10	High Class Items	2	1,500	1,200	2,000	1,400	1,400	1,400	1,700	1,500

Exotic Trade Routes (Use Only when in an Exotic Location)

Bulk Goods	Exotic Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Fur	2	1,000	1,000	1,500	800	1,250	900	800	500
2	Feather	1	600	450	800	500	650	500	600	100
3	Timber *	2	1,150	950	950	950	1,350	850	1,150	600
4	Gems	1	1,000	800	1,250	850	1,100	950	1,000	500
5	Pearl	1	1,000	800	1,250	850	1,100	950	1,000	500
6	Spices & Herbs (Culinary and Medicinal)	1	600	500	650	500	600	400	600	400
7	Spices & Herbs (Culinary and Medicinal)	1	700	600	750	600	700	500	700	450
8	Spices * (Culinary and Medicinal)	2	1,200	1,000	1,400	1,000	1,300	1,000	1,100	750
9	Paper	3	2,000	1,800	2,200	1,500	2,000	2,000	1,600	1,400
10	Cha (Tea) or Kaffe	2	1,200	1,000	1,300	1,000	1,200	800	1,200	800
11	Porcelain	1	800	700	1,000	700	950	750	700	650
12	Silk	1	1,200	1,000	1,500	950	1,350	1,200	1,100	900

Note: +2 modifier for Cathay, +1 modifier for Crescent.

Ore/Metal	Exotic Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Ore (Various)	4	1,200	1,000	1,200	1,200	1,400	1,200	1,200	1,200
2	Ore (Various)	2	600	500	600	600	700	600	600	600
3	Stone	2	450	450	600	450	500	450	600	500
4	Stone (Coral)	2	450	400	650	400	500	450	600	600
5	Precious Metal*	2	800	650	950	700	850	750	750	500
6	Iron Ore *	4	750	550	750	750	950	700	950	750
7	Gems	1	500	400	600	400	500	475	400	500
8	Cast Iron	2	600	500	600	600	700	600	600	600
9	Precious Metal*	2	900	700	1,100	700	1,000	850	800	800
10	Steel	2	1,000	850	1,000	850	1,000	900	850	800
11	Stone (Obsidian, Onyx)	2	600	500	800	500	700	600	550	600
12	Stone (Jade, Cinnabar)	2	850	700	1000	750	900	800	800	600

Note: +2 modifier for Cathay, +1 modifier for Crescent. All prices for ore/metal in the Midnight Archipelago are 1/4 of the listed price.

Perishables	Exotic Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Fish, Salted	4	900	1,500	800	800	1,000	700	700	500
2	Fish, Salted	2	450	750	400	400	500	350	350	250
3	Herbs	1	600	500	650	500	600	400	600	400
4	Herbs	1	650	500	750	600	700	500	500	500
5	Rice	4	1,000	1,600	1,000	1,100	1,000	800	1,000	1,000
6	Rice	8	1,000	1,600	1,000	1,100	1,000	800	1,000	1,000
7	Fruit, Exotic *	4	1,400	1,300	1,500	1,400	1,500	1,100	1,300	800
8	Fruit, Exotic *	8	2,800	2,800	3,200	2,800	3,000	2,000	3,000	1,200
9	Peppers	2	700	650	750	700	750	550	650	500
10	Peppers	1	350	325	375	350	375	275	325	300
11	Vegetables (Broccoli, Bamboo Shoots)	2	450	700	500	550	600	400	400	400
12	Jui (Wine) and Tai Pi Jui (Beer)	3	1,500	1,950	1,200	1,500	1,800	1,350	1,350	1,200

Note: +2 modifier for Cathay, +1 modifier for Crescent.

Livestock	Exotic Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Pigs	2	1,000	1,400	1,000	1,000	1,200	800	1,000	1,000
2	Pigs	2	1,000	1,400	1,000	1,000	1,200	800	1,000	1,000
3	Snakes	1	400	600	450	500	500	300	400	500
4	Poultry	3	1,000	1,400	1,000	1,000	1,200	800	1,000	1,000
5	Poultry	3	1,000	1,400	1,000	1,000	1,200	800	1,000	1,000
6	Slaves *	8	4,000	3,600	3,600	4,000	4,800	4,000	5,600	6,400
7	Slaves *	4	2,000	1,800	1,800	2,000	2,400	2,000	2,800	3,200
8	Horses	2	1,400	1,200	1,700	1,000	1,200	1,400	1,200	1,400
9	Horses	2	1,400	1,200	1,700	1,000	1,200	1,400	1,200	1,400
10	Cattle	2	1,000	1,000	900	1,000	1,200	800	1,100	1,000
11	Tiger	2	1,100	800	1,200	1,000	1,000	1,200	1,100	1,000
12	Cathayan Guard Dog	2	1,500	1,200	1,800	1,000	1,500	1,400	1,400	1,000

Note: +2 modifier for Cathay, +1 modifier for Crescent.

Passengers	Exotic Trade Route	Size	Price
1	Native traveling to Eisen	0	varies
2	Tribal Emisary to Castille	0	varies
3	Young translator travelling to Montaigne	0	varies
4	Elder traveling to Vendel	0	varies
5	Storyteller travelling to Avalon	0	varies
6	Trapper traveling to Ussura	0	varies
7	Female (Reroll, ignoring this result)	0	varies
8	Family (Reroll, ignoring this result)	0	varies
9	Mercenary traveling to Eisen	0	varies
10	Scholar traveling to Castille	0	varies
11	Ambassador travelling to Vodacce	0	varies
12	Princess travelling to Avalon	0	varies

Note: +2 modifier for Cathay, +1 modifier for Crescent.

Finished Goods	Exotic Trade Route	Size	Avalon	Eisen	Price (in Guilders or gp, GM's discretion)					
					Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Primitive artwork	2	1,500	1,200	1,400	1,400	1500	1350	1,250	750
2	Animal Hides	1	500	500	600	500	650	450	450	400
3	Syrnath Artifacts	1	600	500	750	500	650	500	750	400
4	Tools	2	1,450	1,400	1,500	1,650	1,600	1,650	1,500	2,000
5	Clothing	2	2,400	2,200	2,700	2,200	1,800	2,200	1,800	2,000
6	Artwork	1	1,000	700	1,400	800	1,300	900	1,000	800
7	Fencing Weapons	1	1,300	1,100	1,400	1,000	1,100	1,300	1,100	1,000
8	Rugs/Tapestry	2	2,150	1,950	2,450	1,950	2,000	1,800	1,900	1,750
9	Books	1	1,300	1,000	1,500	1,000	1,375	1,500	1,300	1,250
10	High Class Items (Clocks, Abacuses, Metalwork)	1	750	600	1,000	700	700	700	850	750
11	Fireworks	1	500	300	650	350	600	550	500	350
12	High Class Items (Clothing, Books, Tapestry)	2	1,500	1,200	2,000	1,400	1,400	1,400	1,700	1,500

Note: +2 modifier for Cathay, +1 modifier for Crescent.

Special Cargos	Any Trade Route	Size	Price (in Guilders or gp, GM's discretion)							
			Avalon	Eisen	Montaigne	Ussura	Vendel	Castille	Vodacce	Exotic
1	Exotic Animals	2	1,000	800	1,200	1,000	1,200	800	1,000	1,000
2	Ruin Monsters	3	1,800	1,275	2,400	1,425	1,800	1,500	1,800	1,500
3	Dracheneisen	0	1,300	1,500	1,300	1,000	1,000	1,300	950	1,100
4	Specialty Blades	0	1,300	1,000	1,300	1,000	1,000	1,300	950	1,100
5	Syrneth Artifacts	1	1,500	1,200	2,000	1,400	1,400	1,400	1,700	1,500
6	Runaway noblewoman going to the Midnight Archipelago	0				varies				
7	Slaves *	8	4,000	3,600	3,600	4,000	4,800	4,000	5,600	6,400
8	Absinthe	3	1,500	1,950	1,200	1,500	1,800	1,350	1,350	1,500
9	Illegal Drugs and Spices*	4	2,400	3,000	3,000	1,600	2,400	2,000	2,600	1,300
10	Heretical Texts	1	1,200	1,000	2,000	1,000	1,300	1,500	1,300	750

Note: +2 modifier for Cathay, +1 modifier for Crescent.

Fleet Roster Sheet

Player _____ Nationality _____

 Cannon
Total Current

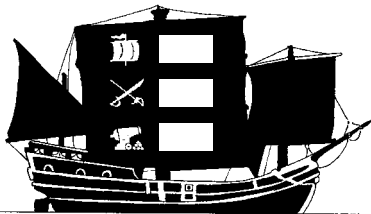
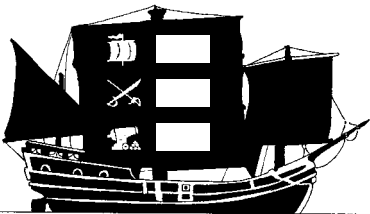
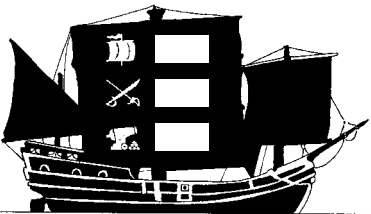
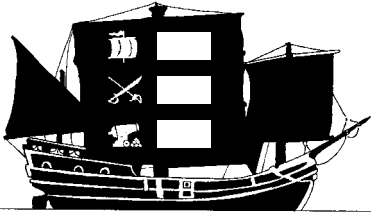
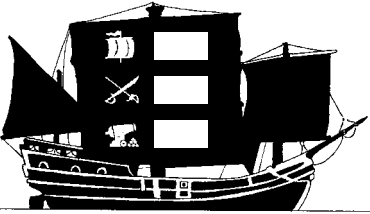
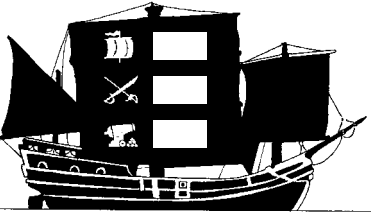
 Crew
Total Current

 Helm
Total Current

 Hull
Total Current

 Sail
Total Current

Magic
Total Current

Ship Name _____    _____ _____	Ship Name _____    _____ _____	Ship Name _____    _____ _____
Ship Name _____    _____ _____	Ship Name _____    _____ _____	Ship Name _____    _____ _____

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