Disclaimer
The following is a set of House Rules. In this document are alternatives to the normal D&D rules. You will need the fifth edition Player's Handbook, Dungeon Master's Guide and Monster Manual to make full sense of this document.

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This document is intended to be used as alternative house rules to an already standing game system. No information herein is to be copied and sold for profit.

Introduction
Nautical Adventures is a supplement to D&D 5E that provides a foundation for introducing water travel into a campaign. The material presented here is intended to help the players by providing a consistent set of rules and to help the DM by providing a logical overview of how a seafaring campaign works so he can apply his understanding of the concepts involved when dealing with all of the unexpected things that the PCs may do.

Overview
Nautical adventures and campaigns are one way that Dungeon Masters can excite and inspire their players. The promise of exploration and adventure on the high seas offers players new ways to experience their characters and the fantasy setting around them. After all, what could be more stimulating than traveling in a world where the phrase "Here there be Dragons" hastily scribbled on the edge of an old sea-dog's map signals a very real danger. A seafaring campaign can embrace anything from exploring the dark depths of an underground lake or rafting down a jungle river to magical journeys into the lightless deeps of the ocean.

Your players may want a ship to use as a "home base". When you can set sail and go almost anywhere, the opportunities for adventure are nearly unlimited. You can mix it up with Viking berserkers, samurai and ninja, and savage headhunters, looting along the way. The world awaits with different types of adventures: city adventures in the ports, sea-based adventures, dungeon adventures following up on clues in treasure maps, work as a courier or spy for some kingdom or religion, etc. A ship-based campaign makes it easy for the DM to change things up, which makes things interesting and enjoyable for players.

Or they may want to be pirates. There's something about a swashbuckling pirate with a parrot on his shoulder that makes women swoon and men more than a little jealous. Their very names conjure images of adventure; ships flying the skull-and-crossbones banner; sailing into forgotten island coves loaded with exotic items, both magical and mundane; and treasure maps leading to piles of cursed gold and gems. Their brief lives are a complex mix of ruthless discipline and the belief in every man's right to live as he wishes to live and die free.

This supplement is not about conducting massive sea battles, moving small model ships around on a hex battle map exploring tactics and the intricacies of wind and sail. Rather this is about what the PCs can do with ships. Ship-to-ship battles do take up the majority of the pages here, but the battles are from the point of view of the player characters on board their ship. Care has been taken to assure each payer has something to contribute each round of ship-to-ship combat. Each player controls one of their ship's officers. That officer can be his or her PC or it may be an NPC and he has several actions available to him that are specific to that officer.
SHIPS

Types of Ships

Note that the individual ships described here actually represent general information that applies to many similar types of vessels. For example, the description for a skiff also covers rowboats, long boats, and dinghies.

Barge

Because of its simple construction, the barge is not exceptionally seaworthy and is useful only in calm waters. Merchants use these craft in harbors for the transportation of goods from vessel to vessel. Sailors lash the cargo onto the barge with rope, then paddle or pole the craft to their destination.

Canoe

Many canoes are simply hollowed-out logs, softened by charting or immersion in boiling water. The pliable wood allows the canoe's builder to force the sides apart to create a broad cross-section. Other canoes consist of lightweight frames covered with hides, bark, or other pliable materials.

The canoe is an extremely versatile craft used in coastal waters and on rivers and lakes. Because of their relatively narrow beams, canoes do not possess the stability necessary for open sea voyages.

Caravel

(This is the “sailing ship” in the DMG). Structurally, this vessel is the precursor to the English galleon and represents the most advanced nautical technology available in most fantasy settings. Of all seagoing vessels, the caravel proves the safest and most reliable for extended sea voyages.

Cargo Ship

This ship, also called a round ship, hugs the coastline as it carries its trade goods. It has two masts and triangular sails. These ships also possess a small sterncastle that provides limited shelter from the worst of weather conditions.

Cog

This vessel is an improved version of the cargo ship. It has a single mast supporting a square sail. It has a single deck with amply-sized fore and stern castles - useful for shelter as well as defense. This ship's stability and cargo space make it one of the most versatile craft in a medieval setting.

Curragh

The curragh is a primitive vessel made from thick hides stretched over a wood-and-wicker frame. The curragh sports a single mast with square sail; however, this craft primarily travels by the use of oars. The curragh is not exceptionally seaworthy and stays well within sight of shore.

Drakkar

The drakkar, or dragonship, is the largest of the Viking longships. Built primarily for war, it possesses a single mast, but the drakkar's main power comes from its oars - each manned by a single crewmember. Due to its great length the drakkar is not particularly seaworthy.

Dromond

(This is the “Warship” in the DMG). The dromond is extremely long and slender. In addition, the craft sports two masts with triangular sails - although its real power stems from a double row of 25 oars on either side of the ship. The dromond also possesses a sharp ram.

All in all, dromonds prove very fast and powerful vessels. Unfortunately, their slender designs render them susceptible to capsizing in rough weather. For this reason, dromonds usually sail in sight of shore and beach at night.

Fishing Boat

Used mostly by the rustic folk of coastal villages and towns, fishing boats represent the most common type of ship encountered near civilized areas.

Fishing boats come in a variety of forms, though all share a basic design. Most fishing boats possess a single, small mast for sailing.

These craft are fairly stable. A skilled sailor could take a fishing boat out for a short sea voyage, as the ship can hold up to 1,000 pounds of cargo and features a small coveted area in the bow for shelter. However, the dangers involved in such a pursuit usually keep the fishing boat close to shore.

Galley

Used during the late middle ages, this ship is an improved version of the dromond. Most of its power stems from 140 oars. However, three masts supplement the great galley's speed and maneuverability, making the ship useful in trade and deadly in war. It also possess a powerful ram.

Keelboat

The keelboat is a small riverboat designed to carry passengers along river routes.
Knarr
The knarr is a small, cargo ship. This vessel sports a single mast with square sail. In times of poor wind, however, the knarr’s crew can row from the bow and stern to add additional power.

Unlike other cargo ships, the knarr can make open sea voyages. In addition, its flat bottom makes it very useful along rivers and estuaries.

Longship
This is the standard craft used by the Vikings. Each side of the vessel contains 20 to 25 oars; a single mast with a square sail stands in the center of the vessel.

Although these ships can carry cargo, their relatively small capacity limits their effectiveness in trade.

Because of their sail, oars, and overall design, longships prove fairly seaworthy.

Outrigger
These vessels are nothing more than canoes with streamlined floats joined parallel to the hull of the ship for added stability. Some versions of the outrigger possess one float, while others have two. Single-float outriggers lack the seaworthiness of their double-float cousins, but are somewhat faster, as the dual float design adds drag to the craft.

Outriggers average a length of 30 feet and a beam of 16 feet - although larger outriggers, consisting of several canoes connected by a rectangular platform, can be as much as 80 feet wide. Average-sized outriggers can hold a crew of about 6 people, plus 500 pounds of additional cargo. The largest of these craft can easily hold up to 20 crew and almost 5 tons of cargo. All outriggers possess a single mast. In the event of poor weather, however, sailors can use paddles to move the craft.

Outriggers are fairly seaworthy, yet simple to build. The longer versions can easily make a transoceanic voyage.

Penteconter
The ship is a type of bireme, or galley with two banks of oars. The ship features outriggers attached to the hull. The hollow outriggers add stability while allowing for a second bank of oars on the level below the raised deck.

The mast stands amidship and sports a large square sail. In battle, warriors can easily stand upon the raised deck to fire arrows at hostile ships. Furthermore, the penteconter carries a sharp-pointed ram that rests just below the surface of the water. This ram can inflict great damage upon enemy vessels. (The ram is included in the price of the ship.)

Raft
A raft is a simple craft constructed from logs lashed together to make a floating platform. This vessel often serves as a river ferry, as it can easily travel with the current. Rafts can range anywhere from 5 feet to 40 feet.

These vessels can hold 3 tons for every 10 feet in length. Thus, a 40 foot raft could carry 12 tons of cargo.

Skiff
(This is the “Rowboat” in the DMG). These fairly small craft function primarily as workboats on larger vessels and in harbors. Being narrow, skiffs prove slightly unstable. Although capable of short sea voyages, the absence of crew quarters on a skiff, as well as its tendency to capsize or swamp in rough weather, makes any such voyage dangerous.

Sohar
The sohar is a middle-eastern merchant ship. The ship possesses three masts, a small forecastle, and crew quarters for 20 people. The sohar’s stability, maneuverability, and speed make it an ideal vessel for trade or war.

Trireme
The trireme has three banks of oars. The ship possesses a single mast (which can be lowered in time of battle), a detachable ram, and two stern rudders.

Although extremely seaworthy, the trireme possesses little space for supplies. Thus, the ship must remain near shore to restock.
Ship particulars

Table 1 and Table I detail the characteristics of a variety of ships that might be found in the game. The statistics given represent the most common versions of these vessels. Individual variation can occur at the DM’s discretion. Thus, player characters can encounter a longship with less cargo capacity but greater speed than that listed on the notes to ships table.

### Notes to Ships Table

The table shows each vessel’s physical characteristics.

- **Draft:** is the minimum depth of water necessary to float a vessel. A ship with a 3-foot draft requires at least 3 feet of water in which to float; it would run aground in water less than 3 feet deep.

- **Length:** represents the overall size of the vessel from bow to stern.

- **Beam:** is a measurement of a vessel’s width at its most extreme point. A ship with a 15-foot beam measures 15 feet across at its widest point.

- **Mounts:** (Light/Heavy) The number of weapons the ship can mount. The number before the slash is the number of light mounts, the number after the slash is the number of heavy mounts. A light mount is suitable for a ballista; a heavy mount is suitable for a mangonel.

- **Cost:** represents the total amount of money required to buy a ship or requisition the necessary skilled labor and materials to build a ship. If the ship is to have siege weapons, the cost for each of them must be added to this ship cost.

- **Building Time:** is the total amount of time required to build a ship from start to finish, assuming that the necessary materials, labor, and facilities are available.

### Ship Characteristics:

**Damage Resistance, Vulnerability and Immunity:**

Ships have resistance to Piercing damage (damage from piercing weapons is halved).

Ships Sails and rigging have vulnerability to fire and acid damage (damage from fire or acid is doubled). Also these vulnerable attacks ignore the damage threshold. The sails are not vulnerable to fire or acid damage if they are wet.

Ships have immunity to cold, and necrotic damage.

Being inanimate objects, they also have immunity to poison and psychic damage and to being charmed and frightened.

### Notes to the Ship Characteristics Table

The table shows characteristics for using each of these vessels in D&D.
**Nautical Adventures (D&D 5E)**

**AC:** The ship's armor class.

**HP:** The number of hit points for the ship's hull, also called hull points. When a ship's hull points reach 0 it is immobile and may sink. Ships also have a second type of hit points, called crippling points. All ships have a number of crippling points equal to their number of hull points. Strikes against a ship's rigging (including the sails, masts, jibs, cordage, etc.) or oars causes crippling damage. For example, a Caravel will have a 300 hull points and 300 crippling points. Crippling damage primarily affects maneuverability, pursuit, and movement. When a ship's crippling points reach 0 it can no longer move on its own.

**Damage Threshold:** A ship has immunity to all damage unless it takes an amount of damage equal to or greater than its damage threshold, in which case it takes damage as normal. Any damage that fails to meet or exceed the damage threshold is considered superficial and does not reduce the ship's hit points. If a single attack represents multiple hits (such as a volley of arrows, for example) then the damage received from each individual hit (or each arrow in the example) must exceed this threshold in order for the ship to take any damage.

**Crew:** This is the number of required for a sufficient crew. A sufficient crew is needed to efficiently operate the vessel. For ships that use oars, the number of crewmen rarely exceeds this number. But for sailing ships, the number of crew aboard the ship may be much larger. Each crewman can only work 8 hours a day without risking exhaustion. So with only a sufficient crew the ship will have to anchor or shore up for all but 8 hours a day (as rowed ships normally do). To travel 24 hours a day requires three shifts of 8 hours each, so you will need a fully crewed ship with 3 times this many crewmen to operate 24 hours a day.

For extended voyages, or dangerous ones, there is a real danger of losing crewman so most ships carry more crewmen than needed for a full crew. The maximum number of crew members a ship can support per shift, as well as the total number of crew members that can work on a vessel without getting in each other's way, is double the number for a sufficient crew.

The absolute minimum number of crewmen required to operate this vessel is half the sufficient crew number (rounded up). If a ship has less than this number of crew on board, it is effectively crippled.

Operating with less than a sufficient crew, but at least the minimum (hereafter called a skeleton crew) needed to run the ship presents several obstacles. First, ships manned by skeleton crews cannot attempt to increase their movement rate as can other ships with full crew complements. Second, ships with skeleton crews suffer a disadvantage on all combat actions.

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**Ship Characteristics**

<table>
<thead>
<tr>
<th>Ship</th>
<th>Speed mph</th>
<th>AC</th>
<th>HP</th>
<th>Damage Threshold</th>
<th>Crew</th>
<th>Pass.</th>
<th>Cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barge</td>
<td>0.5 (oars or pole)</td>
<td>15</td>
<td>50</td>
<td>15</td>
<td>3</td>
<td>2</td>
<td>8 tons</td>
</tr>
<tr>
<td>Canoe</td>
<td>1 (oars only)</td>
<td>15</td>
<td>50</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>500 lbs.</td>
</tr>
<tr>
<td>Caravel</td>
<td>2 (sails only)</td>
<td>15</td>
<td>300</td>
<td>15</td>
<td>20</td>
<td>20</td>
<td>100 tons</td>
</tr>
<tr>
<td>Cargo Ship</td>
<td>1 (sails only)</td>
<td>15</td>
<td>200</td>
<td>15</td>
<td>10</td>
<td>10</td>
<td>100 tons</td>
</tr>
<tr>
<td>Coq</td>
<td>2 (sails only)</td>
<td>15</td>
<td>300</td>
<td>15</td>
<td>8</td>
<td>5</td>
<td>150 tons</td>
</tr>
<tr>
<td>Curragh</td>
<td>1.5/0.5/0.5</td>
<td>15</td>
<td>100</td>
<td>-</td>
<td>6</td>
<td>-</td>
<td>5 tons</td>
</tr>
<tr>
<td>Drakkar</td>
<td>3/0.5/2.5</td>
<td>15</td>
<td>200</td>
<td>-</td>
<td>60</td>
<td>60</td>
<td>200 tons</td>
</tr>
<tr>
<td>Dromond</td>
<td>2.5/1/2</td>
<td>15</td>
<td>500</td>
<td>20</td>
<td>60</td>
<td>60</td>
<td>200 tons</td>
</tr>
<tr>
<td>Fishing Boat</td>
<td>1 (sails only)</td>
<td>15</td>
<td>50</td>
<td>15</td>
<td>1</td>
<td>5</td>
<td>1,000 tons</td>
</tr>
<tr>
<td>Galley</td>
<td>4/1/2.5</td>
<td>15</td>
<td>500</td>
<td>20</td>
<td>80</td>
<td>-</td>
<td>150 tons</td>
</tr>
<tr>
<td>Keelboat</td>
<td>1 (sails only)</td>
<td>15</td>
<td>100</td>
<td>10</td>
<td>1</td>
<td>6</td>
<td>500 lbs.</td>
</tr>
<tr>
<td>Knarr</td>
<td>2.5/1/1</td>
<td>15</td>
<td>200</td>
<td>15</td>
<td>8</td>
<td>8</td>
<td>50 tons</td>
</tr>
<tr>
<td>Longship</td>
<td>3/0.5/2.5</td>
<td>15</td>
<td>300</td>
<td>15</td>
<td>40</td>
<td>150</td>
<td>10 tons</td>
</tr>
<tr>
<td>Outrigger</td>
<td>1/0.5/0.5</td>
<td>15</td>
<td>100</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>500 lbs.</td>
</tr>
<tr>
<td>Penteconter</td>
<td>3.5/1/2.5</td>
<td>15</td>
<td>300</td>
<td>15</td>
<td>42</td>
<td>-</td>
<td>10 tons</td>
</tr>
<tr>
<td>Raft</td>
<td>0.5 (oars only)</td>
<td>15</td>
<td>50</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>3 tons</td>
</tr>
<tr>
<td>Skiff</td>
<td>1.5 (oars only)</td>
<td>15</td>
<td>50</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>500 lbs.</td>
</tr>
<tr>
<td>Sohar</td>
<td>3 (sails only)</td>
<td>15</td>
<td>300</td>
<td>15</td>
<td>8</td>
<td>-</td>
<td>100 tons</td>
</tr>
<tr>
<td>Treme</td>
<td>4/1/3</td>
<td>15</td>
<td>600</td>
<td>20</td>
<td>120</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Speed:** This is the vessel's speed in miles per hour (mph). For melees, you can convert these speeds to feet per round by multiplying them by 10. For example, a Caravel with a speed of 2 mph has a melee speed of 20 feet (2x10=20). The numbers separated by slashes represent the speeds of vessels equipped with both sails and oars. The first number represents the vessel's movement under both sails and oars. The second number indicates the vessel's movement under sail only, and the third number shows the vessel's movement under oars only. For example, a galley moving under both sails and oars has a speed of 4 mph. The same ship slows to a speed of 1 mph when powered only by sails, or a speed of 2.5 mph under oars only.

**AC:** The ship's armor class.

**HP:** The number of hit points for the ship's hull, also called hull points. When a ship's hull points reach 0 it is immobile and may sink. Ships also have a second type of hit points, called crippling points. All ships have a number of crippling points equal to their number of hull points. Strikes against a ship's rigging (including the sails, masts, jibs, cordage, etc.) or oars causes crippling damage. For example, a Caravel will have a 300 hull points and 300 crippling points. Crippling damage primarily affects maneuverability, pursuit, and movement. When a ship's crippling points reach 0 it can no longer move on its own.

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For extended voyages, or dangerous ones, there is a real danger of losing crewman so most ships carry more crewmen than needed for a full crew. The maximum number of crew members a ship can support per shift, as well as the total number of crew members that can work on a vessel without getting in each other's way, is double the number for a sufficient crew.

The absolute minimum number of crewmen required to operate this vessel is half the sufficient crew number (rounded up). If a ship has less than this number of crew on board, it is effectively crippled.

Operating with less than a sufficient crew, but at least the minimum (hereafter called a skeleton crew) needed to run the ship presents several obstacles. First, ships manned by skeleton crews cannot attempt to increase their movement rate as can other ships with full crew complements. Second, ships with skeleton crews suffer a disadvantage on all combat actions.
If a ship’s crew ever falls below the minimum required, the ship’s speed falls to 1 mph - the vessel mostly drifts with the wind and current. In combat, the ship automatically fails all maneuver checks. The ship cannot attempt to ram, board, or evade.

These numbers do not include officers or infantry.

Passengers: indicates the total number of extra personnel (people not involved in actually operating the ship) a ship can carry. If a ship carries infantry, they occupy passenger space.

Cargo Capacity: represents the total amount of carrying capacity for each ship. Ships usually possess some sort of cargo hold to protect their goods - though many vessels store cargo inside stern and fore castles, or simply lashed to their decks.

**Special Ship Augmentations**

You may find that your ships needs further modifications. The augmentations listed below are not possible for some ships. Use your common sense, but as a general guide they are not available to smaller ships (less than 50 feet in length). It will take at least 1 week to add any of these, perhaps longer if the materials are not readily available.

Additional Passenger Space / Crew Quarters: This translates into more space for a ship’s sailors to sleep and eat. The ship may support 10% more passengers, but its cargo capacity is decreased by 10%.

Cost: 20% of base ship cost

Armor Plating: By attaching metal plates to the ship, the hull’s hit points are increased by +15. This modification reduces a ship’s cargo capacity by 15%. The armor plating imposes a –1 penalty on all sailing checks, and slows the ship by 1 mph.

Cost: 30% of base ship cost

Broad Rudder: A wide rudder makes a ship more nimble, granting a +1 bonus on all sailing checks.

Cost: 500 gp

Concealed Weapon Port: The ship’s belowdecks area undergoes major reconstruction in order to provide a light mounts for siege engines. A concealed weapon port can only be recognized on a successful DC 15 Wisdom (Perception) check. Each concealed port reduces a ship’s cargo capacity by 5 tons, in addition to the space required by the weapon itself.

Cost: 200 gp per port (in addition to the cost of the weapons)

Extended Keel: The ship’s keel is longer than usual for a vessel of its type. The ship’s measurements from bow to stern are 10% longer than normal, though cargo capacity is not appreciably affected. The ship is more stable, and grants a +1 bonus on all sailing checks. This improvement must be installed at the time of the ship’s construction and cannot be added later.

Cost: 10% of base ship cost

Figurehead: Some ships sport fanciful carvings on their bowsprits. This modification is strictly cosmetic, with no real impact on game play. Players are encouraged to design their own custom figureheads, such as dolphins, mermaids, and other such creatures of myth.

Cost: 100–1,000 gp, depending on the port and the craftsman

Increased Cargo Capacity: An efficient remodeling of the ship’s layout means more room for the ship’s stores. The ship’s cargo capacity is increased by 10%.

Cost: 15% of base ship cost

Narrow Hull: The ship has been intentionally designed with a more slender hull, enabling it to slip through smaller spaces. The ship’s beam (width) is decreased by 20%, and cargo capacity is reduced by 10%. However, the ship gains a +2 bonus on all sailing checks. This improvement must be installed at the time of the ship’s construction and cannot be added later.

Cost: 15% of base ship cost

Ramming Prow: The ship bears a standard ram, usually sheathed in bronze or iron, mounted on its bow. A ship equipped with a Ramming Prow does an additional 1d4 damage to the enemy ship for every 1 mph of ship speed on a successful ram maneuver.

Cost: 1,000 gp

Rapid-Deploy Sails: The ship’s rigging undergoes a wholesale change as improvements in engineering enable the sails to be raised and lowered much faster than normal. Any sail adjustments can be made in half the normal time, granting a +1 bonus on all sailing checks.

Cost: 10% of base ship cost

Silk Sails: Few ship improvements are as beautiful as the addition of silk sails. These sails can be designed in whatever color the player desires; they are often embroidered with striking images of the sea. Such sails are usually imported from faraway lands. Silk sails give the ship superior rates of movement, as they capture and displace the wind more efficiently. A ship with silk sails gains a +1 bonus on opposed sailing checks. The ship’s tactical speed is increased by 1 mph.

Cost: 15% of base ship cost

Smuggling Compartments: The ship’s bulkheads are modified so that gaps between them can serve as hidden cargo storage areas. This does not change a ship’s cargo capacity. A DC 20 Wisdom (Perception) check is required to locate smuggling compartments in a search of the ship. A ship can be fitted with no more than four smuggling compartments.

Cost: 500 gp per 5-foot-square compartment
Sturdy Hull: The ship’s body has had additional supports and layers of wood added to it, making it thicker and more resilient. The hull’s damage threshold is increased by 2, but the ship’s cargo capacity is reduced by 10%.

Cost: 10% of base ship cost

Wooden Plating: For protection during naval combat, this ship has received additional wooden planks nailed to its hull. The hull’s hit points are increased by 5% and its damage threshold is increased by 2. However, this reduces cargo capacity by 10% as extra room must be made inside for beams to support the reinforcements. The speed is reduced by 1 mph (to a minimum of 1 mph).

Cost: 20% of base ship cost

Siege Engines

The following siege engines are available.

Ballista: A ballista resembles a massive crossbow, and its power is provided by twisted skeins of animal sinew used as torsion springs driving a pair of adjustable arms. A cord attached to both arms is winched back and a projectile is loaded into a grooved slider for release.

Light: This common type of ballista, also called an arbalest or scorpion, is Large, maneuverable, and often mounted on ships.

Medium: This larger ballista has a longer range and does more damage than the lighter version, but it requires 2 people to operate.

Heavy: These Huge siege engines are commonly used as castle defenses, as well as on large warships. Rather than wheels, these will typically be mounted to the deck on fixed a swivel base.

Mangonel: These are a type of catapult. They are stone-throwing siege engines powered by winched arms that run through torsion skeins, and hold their payload in a cup that swings up and over the weapon when released. Mangonels can hurl a variety of different types of ammunition (the damage given is for stone projectiles; other types of ammunition can be found in the Special Siege Engine Ammunition section, below).

Light: These Mangonels are Large and often mounted on wheels.

Medium: These are even larger and often mounted on a fixed swivel base.

Heavy: These are the largest Mangonels and they are always mounted on a fixed swivel base.

Trebuchets: These Huge catapults are too large to be transported in one piece, and require assembly. They are too large and unwieldy to mount aboard ships. They might, however, be employed in coastal fortifications to defend against attacking ships.

Notes to Siege Weapon Table

The table shows weapon properties for using each of these siege weapons.

Damage: A siege weapon can target a ship’s hull, a ship’s rigging, or a ship’s crew. It cannot target individuals, such as a particular PC or the ship’s captain. Weapons that do piercing damage, do only half damage to a ship’s hull or ship’s rigging. It is quite difficult to hit a mast, yardarm or anything else in the rigging that would damage sail use, so attacks against a ship’s rigging always have a -2 penalty to attack rolls. If the attack comes as a surprise to the other ship, the crew has half cover for the first round of combat. When not surprised the crew will attempt to carry out their duties staying behind cover as much as possible, providing them with three-quarters cover.

Range: The range lists two numbers. The first is the weapon’s normal range in feet, and the second indicates the weapon’s maximum range. When attacking a target beyond normal range, you have disadvantage on the attack roll. You can’t attack a target beyond the weapon’s long range. Additionally, because a catapult (Mangonel or Trebuchet) throws its stone in a high arc, it cannot strike a target within half its normal range—the range is simply too close.

Crew: The number of Medium creatures needed to properly operate the siege engine.

ROF: This is the number of Medium creatures needed to properly operate the siege engine.

Siege Weapons

<table>
<thead>
<tr>
<th>Weapon</th>
<th>Damage</th>
<th>Range (ft.)</th>
<th>Crew</th>
<th>ROF</th>
<th>AC</th>
<th>HP</th>
<th>Damage Threshold</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballista - Light</td>
<td>6(1d10) piercing</td>
<td>60/240</td>
<td>1</td>
<td>1/1</td>
<td>10</td>
<td>25</td>
<td>-</td>
<td>400 gp</td>
</tr>
<tr>
<td>Ballista - Medium</td>
<td>11(2d10) piercing</td>
<td>80/360</td>
<td>2</td>
<td>1/2</td>
<td>15</td>
<td>38</td>
<td>5</td>
<td>600 gp</td>
</tr>
<tr>
<td>Ballista - Heavy</td>
<td>16(3d10) piercing</td>
<td>120/480</td>
<td>3</td>
<td>1/3</td>
<td>15</td>
<td>50</td>
<td>10</td>
<td>800 gp</td>
</tr>
<tr>
<td>Mangonel - Light</td>
<td>16(3d10) bludgeoning</td>
<td>80/400</td>
<td>1</td>
<td>1/3</td>
<td>10</td>
<td>50</td>
<td>-</td>
<td>500 gp</td>
</tr>
<tr>
<td>Mangonel - Medium</td>
<td>22(4d10) bludgeoning</td>
<td>150/600</td>
<td>3</td>
<td>1/4</td>
<td>15</td>
<td>75</td>
<td>5</td>
<td>700 gp</td>
</tr>
<tr>
<td>Mangonel - Heavy</td>
<td>27(5d10) bludgeoning</td>
<td>200/800</td>
<td>4</td>
<td>1/5</td>
<td>15</td>
<td>100</td>
<td>10</td>
<td>1,000 gp</td>
</tr>
<tr>
<td>Trebuchet</td>
<td>44(8d10) bludgeoning</td>
<td>300/1,200</td>
<td>8</td>
<td>1/5</td>
<td>15</td>
<td>150</td>
<td>10</td>
<td>1,500 gp</td>
</tr>
</tbody>
</table>
its normal crew complement, the number of rounds it takes for the crew to load, aim and fire the siege engine is doubled.

AC: The siege weapon’s Armor Class.

HP: The siege weapon’s Hit Points.

Damage Threshold: A siege weapon has immunity to all damage unless it takes an amount of damage equal to or greater than its damage threshold, in which case it takes damage as normal. Any damage that fails to meet or exceed the damage threshold is considered superficial and doesn’t reduce the siege weapon’s hit points.

Cost: This includes the cost to mount the weapon in the deck of the ship. It does not include the cost of ammunition.

Special Siege engine ammunition

The following kinds of ammunition can be used in Mangonels. The ammunition description specifies which types of siege engines can use the special ammunition. The costs and weights on Table 4 are for individual uses of special ammunition.

<table>
<thead>
<tr>
<th>SPECIAL SIEGE ENGINE AMMUNITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ammunition</td>
</tr>
<tr>
<td>Alchemist’s fire</td>
</tr>
<tr>
<td>Chain shot</td>
</tr>
<tr>
<td>Liquid ice</td>
</tr>
<tr>
<td>Plague bundle</td>
</tr>
<tr>
<td>Smoke shot</td>
</tr>
</tbody>
</table>

Alchemist’s Fire: This is either a hard, ceramic container of alchemist’s fire that can be used as ammunition in catapults, or a ceramic bulb of alchemist’s fire mounted on the tip of a ballista bolt to be fired from ballistae.

When it hits its target square, it deals 4d6 points of fire damage to each creature and wooden structure within 5 feet of the target space, and each creature must make a DC 20 Reflex saving throw or catch on fire (wooden objects automatically catch on fire). Every creature and wooden object within the area between 5 and 30 feet of the target space must make a DC 20 Con saving throw or take half damage. On a siege engine mishap, this ammunition explodes before it is launched, dealing its damage to all nearby creatures as if one of the spaces of the siege engine (crew leader’s choice) were the target square.

Plague Bundle: This hard, ceramic canister is filled with a noxious mass of diseased carrion and offal that can be used as ammunition in catapults. When it hits its target square, it deals 2d6 points of damage to any creature in that space, and the substances mingle and then create an area of foul but harmless yellow smoke radiating 30 feet from the target square. Treat the effect as a fog cloud spell. On a siege engine mishap, the ammunition explodes before it is launched. Its effect is centered on one of the spaces of the siege engine (crew leader’s choice).

Smoke Shot: This hard ceramic sphere contains two alchemical substances separated by a thin barrier. It can be used as ammunition in catapults. When smoke shot hits the target space, it deals 2d6 points of damage to any creature in that space, and the substances mingle and then create an area of foul but harmless yellow smoke radiating 30 feet from the target square. Treat the effect as a fog cloud spell. On a siege engine mishap, the ammunition explodes before it is launched. Its effect is centered on one of the spaces of the siege engine (crew leader’s choice).

Nautical Travel

Ships generally move by means of oars (rowing) or sails. At its simplest, rowing requires the expenditure of physical energy - although the coordination of multiple rowers, such as those found on a bireme or trireme, requires the attention of a skilled oarsmaster. Sailing, on the other hand, demands a keen understanding of winds and oceanic conditions, as well as a practiced hand in performing nautical maneuvers designed to maximize the effects of prevailing winds.

Rowing

As mentioned earlier, rowing a ship with a multitude of oarlocks, such as a bireme or trireme, requires a great deal of skill and coordination from all involved - especially the oarsmaster. Contrary to popular belief, slaves were not put to work rowing large war ships, as they did not possess the necessary skills or zeal. In fact, rowers were highly trained specialists.
Daily Movement (Oars): Characters can row a boat for 8 hours per day, or can row longer at the risk of exhaustion (as per the rules for a forced march in chapter 8 of the Player’s Handbook). Dungeon Masters can easily determine the total distance an oar-powered ship (or a ship with both sails and oars) travels in a single day by multiplying the ship's speed rate by 8. Thus, a Penteconter - whose speed is 3.5 - can travel a total of 28 (3.5x8=28) miles in a single day.

PC’s Rowing a Small Craft

In the course of nautical adventuring, PCs may find themselves required to row a small vessel - such as a fishing boat or skiff. Characters can row for 8 hours a day. They can push on beyond that limit, at the risk of exhaustion.

For each additional hour of travel beyond 8 hours each character must make a Constitution saving throw at the end of the hour. The DC is 10 + 1 for each hour past 8 hours. On a failed saving throw, a character suffers one level of exhaustion.

Additionally, a character can increase his boat’s rowed speed rate by making a DC 15 Strength (Athletics) check. Success indicates that the character in question has increased his boat’s movement by one third. The character must make another check every 3 rounds to see if he can sustain the increased pace. The DC increases by +1 for each check. Once the character fails a check, he cannot attempt to increase his speed again until he finished a short rest. The absolute maximum amount of time for sustaining such a pace is thirty minutes.

Once an adventurer has stopped increasing his movement rate (whether by failing a Strength check, reaching the maximum time limit, or making the choice to stop) he must complete a short rest. Unlike professional rowers, PCs cannot row at all until they have rested.

Moving Under Oars and Sails: Any ship moving under sails (even if it has rowers to help) counts as a sailing ship. Wind strength modifies its base speed (see below).

Sailing

Sailing vessels use the natural force generated by winds to move, so they are somewhat at the mercy of the prevailing wind. A strong wind can greatly speed a long journey, or make even the shortest jaunt a slow and dangerous affair, depending on the wind’s direction relative to the course desired.

For ease of play we can represent the wind direction and ship facing as one of 4 directions, North, South, East or West. That way the ship is always sailing into, across or with the wind.

Sailing Movement and Winds Table details the influence of winds on sailing vessel speed. To use the table, simply cross reference the line that corresponds to the strength of the prevailing winds with the ship’s course relative to the wind. The DM can use any method he chooses to determine the wind speed and direction.

For example, a cog (speed of 2 mph) sailing across a strong wind would have two miles per hour added to its overall speed, for a combined speed of 4 mph.

Daily Movement (Sails Only): Fully crewed sailing ships have a far greater daily movement rate than rowed vessels, as the former can travel a full 24 hours without stopping. Thus, a Caravel - whose speed (after adjusting for wind speed and direction) is 2 mph - can travel a total of 48 (2x24=48) miles in a single day.

A ship with a number of crew between an ample crew and one and one half the number for an ample crew can only travel 12 hours a day. A skeleton crew can only travel 8 hours a day, and only at half speed.

Anchored at Night: If a sailing ship anchors from dusk to dawn rather than sailing through the night, multiply its base speed by 16 hours to determine its maximum daily movement rate. Note that sailing through the night requires a skilled navigator equipped with navigator’s tools for checking the ship’s course. If the DM decides such means aren’t available, ships must always remain in sight of land and must anchor each night, otherwise, the vessel becomes lost at sea.

Anchoring for the night often proves wise even if a ship’s crew has the knowledge and equipment to handle an overnight voyage. Some hazards that are easily spotted in daylight, such as shoals, sand bars, and reefs, become all but invisible at night.

<table>
<thead>
<tr>
<th>Wind</th>
<th>Movement Rate Modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calm</td>
<td>Can’t Sail</td>
</tr>
<tr>
<td>Light</td>
<td>Into -1 mph</td>
</tr>
<tr>
<td></td>
<td>With +1 mph</td>
</tr>
<tr>
<td></td>
<td>Across +0 mph</td>
</tr>
<tr>
<td>Moderate</td>
<td>Into -2 mph</td>
</tr>
<tr>
<td></td>
<td>With +2 mph</td>
</tr>
<tr>
<td></td>
<td>Across +1 mph</td>
</tr>
<tr>
<td>Strong</td>
<td>Into No Movement</td>
</tr>
<tr>
<td></td>
<td>With +3 mph</td>
</tr>
<tr>
<td></td>
<td>Across +2 mph</td>
</tr>
<tr>
<td>Gale</td>
<td>Into Driven a 1 mph backwards</td>
</tr>
<tr>
<td></td>
<td>With +4 mph</td>
</tr>
<tr>
<td></td>
<td>Across +3 mph</td>
</tr>
<tr>
<td>Storm</td>
<td>Driven at 1d4 mph in direction the wind is blowing</td>
</tr>
</tbody>
</table>
Naval Combat

The combat system uses the standard D&D combat round of 6 seconds. However, combat can’t start until the ships are no more than 200 feet apart.

Setting the Stage

Before combat begins there are several things that must be readied first.

1) Each ship that is to be involved in combat must be selected and decisions must be made as to the number, composition and experience of its crew. Also, what weapons the ships have and any other particulars about the ships. You may want to make sketches of each ship’s deck marked off in 5 foot squares to aid in visualizing any shipboard combat. There is a ship record sheet at the end of this document that can be used to record all the ships particulars.

2) For easier and faster combat, wind can be ignored. If you are using it to modify sailing ships speed, the wind speed and direction must be decided before the battle.

3) If the combat is close to land, or any relevant floating obstacles, or monsters, the distance and direction to each of them needs to be specified.

4) The relative position of each ship and its distance (range) to the other ships must be decided.

Pre-combat positioning

If the ships are within 200 feet of each other, combat can begin. If you just want to start the battle, set the range between the ships to 200 feet and skip down to the “Ship-to-Ship Combat” section below.

When the ships are farther apart, each ship needs only to decide how it wants to move. Do you want to move in closer to the other ship, keep about the same distance, or move away? If both ships take the same move action, the results are automatic.

If both ships decide to move away, they move in opposite directions until they are out of sight of one another, or until one ship decides to stop fleeing.

If both ships decide to close, the range between them decreases until one of the ships decides to change its move action, which it can do at any time before it comes within weapon fire range. Typically this will be at the point where it is able to detect that the ship it is approaching is not as it was originally thought to be - perhaps it raises the “Jolly Rodger”, or a yellow “Quarantine” flag, or they are close enough to finally notice the Beholder on the deck. If neither ship changes its mind, the two ships approach until they are 200 feet apart.

If both ships decide to maintain current range, the range between them doesn’t change.

If one ship wants to avoid combat, however, a chase ensues.

Evasion and Pursuit

At the GM’s discretion, a faster ship can always catch a slower ship, but even slow ships can take advantage of favorable winds, currents, or coastal terrain to make good their escape.

Ship chases use the detailed naval combat rules below with the following changes:

1) Chase rounds are 30 minutes long.
2) The ships maneuver can only be Turn, Close, Back Off, or Hold.
3) Ship’s travel distance in one round = half of its speed in miles per hour. For example, a ship with a speed of 3mph = 1.5 miles or 7,920 feet traveled in one 30 minute round. [One mile = 5,280 feet.]
4) A chase ends when either ship decides to end it, or when the pursuing ship closes to within 200 feet, or when the pursuer can no longer see the prey (over 10 miles away, turned invisible, sailed into a fog bank, went behind a larger ship, behind an island, etc.).

Ship-to-Ship Combat

Theater of the Mind

There is no need for model ships and hex or square battle mats. These rules for combat between ships concentrates on the PCs point of view. What can the PCs see and how can they effect the battle? You need only track of how far apart the ships are. The resolution of any ship maneuver may change this range between ships.

Rounds

A Ship-to-Ship melee round is the same as a standard D&D melee round.

Ship’s Speed

Ship’s melee speed (number of feet traveled in one round) = 10 x its speed in mph. For example, a ship whose speed is shown as 3mph will have a melee speed of 30 feet.

Acceleration

Ships cannot stop from full speed in one standard melee round (6 seconds). Neither can it go from a full stop up to its maximum speed in a single round. A ship can accelerate or slow down up to half its maximum speed in one round.
Nautical Adventures (D&D 5E)

### Facing

To facilitate speed of play, nautical combat handles ship facing in an abstract way. The distance between ships does not take facing into account. The only facing that matters is one ship’s orientation in relation to the other. In general, ships are assumed to be facing in the direction they are moving. A ship can turn 90 degrees in any round that it moves only half its speed, or less (with a turn maneuver). Your ship’s orientation in relation to your opponent’s ship will determine which ship’s maneuvers are available to you. The ship will be in one of four possible orientations: forward (bow to the other ship), to the rear (stem to the other ship), right (port side to the other ship), or left (starboard side to the other ship).

### Wind

To reduce the complexity of combat, wind speed and direction can be ignored. For a more realistic battle, wind speed and direction will affect all sailing speeds. If you choose to use it, the speed and direction of the wind must be indicated before the battle begins.

### Range

The range (distance between ships) may change at the end of each ship’s turn. The change in range depends on the ship’s maneuver action and its speed. This range is used for all missile fire, magic spells, ship maneuvers, etc. It is handled in much the same way as ship facing. It is not intended to be exact. In reality, the distance between any point on your ship and any point on the enemy ship will vary depending on each ship’s orientation and exactly where each ship is in relation to the other ship. This degree of verisimilitude is not the goal here. We only want to know if the enemy ship is close enough to hit.

### Ship Actions

Technically, ships take no actions; the people on the ship perform all actions. The pilot controls the movement the ship, the artillery fire the weapons, and so forth. Still, for ease of play, many such actions are referred to as if the ship was taking the action. For example, when the pilot moves the ship, it is referred to as the ship taking a move action.

Every round, each officer and every crewman is assumed to be doing his best to perform his duties to the best of his ability, giving orders and moving around the ship as required.

### The Player’s Roles

Each player takes on the role of one officer, which makes them responsible for controlling different aspects of the ship, especially during combat. Each player selects which officer they will be playing. One player must play the Captain. If they can’t decide amongst themselves who should play which officer, have them each roll 1d20. The highest roll gets first choice. Existing PCs can take on any of these roles, regardless of their race, class or level.

If the PCs are passengers on the ship, each player will still play an officer as an NPC until the ship-to-ship combat is concluded, or a ship is boarded. The DM can provide the ship’s specs for each NPC officer, or they can simply have the same abilities as the player’s PCs. Each round, each player can decide if he wants to perform one of his officer’s actions or have his PC make an action. During ship-to-ship combat the actions available to PCs are limited mainly to range weapon fire or casting spells.

Other than being an officer, a PC could be a lookout, or any other crew member, including an artillery or archer. In that case, the player will still select an NPC officer to control during the ship-to-ship battle.

### Initiative

Before the start of combat, the Captains each roll for initiative. The ship whose Captain rolls the highest initiative goes first each round. Everyone on that ship has a chance to act during the ship’s turn.

Characters on the ship do not roll for initiative. Because higher ranking officers give orders to those of lower ranks who in turn direct the actions of others, each character acts in order of their position in the ship’s hierarchy, starting with the Captain and progressing down from there. If two or more characters are of the same rank the one with the highest dexterity goes first.

#### On your ship’s initiative each round

1) The Captain decides on a ship’s maneuver (refer to “Ship’s Maneuvers” below). It is up to the ship’s officers and crew to decide how best to perform the maneuver. The resolution of the attempted maneuver happens at the end of the round, after all characters on the ship have had a chance to act.

2) Some maneuvers may take more than one round to complete.

If the ship is not facing in the proper direction, the First Mate will delay the Captain’s order and first insert a number of rounds of turning maneuvers as required to properly orientate the ship.

If the maneuver requires the ships be closer together, the First Mate will delay that maneuver and first order a close maneuver for as many rounds as is needed.

3) Each Player Character (and each NPC) acts on his turn in the initiative order (as described earlier). You can move each round and perform actions as you would normally during a combat round, or you can choose one of your officer’s actions.

4) The crew performs whatever actions they have been assigned. The DM may require a morale check before the crew acts if conditions warrant.
5) At the end of the ship’s turn each round, the Pilot makes a sailing check. Each Ship’s Maneuver description includes a sailing check DC. The DM can change this DC based on circumstances. For instance, bad weather will normally increase the DC of a maneuver by one or two points. The Pilot makes a Wisdom (vehicles, water) check. The ship’s crew experience bonus is added to the roll. Actions taken by others during the round may add additional modifiers to the roll. A pilot of a ship that is operating with a skeleton crew has disadvantage on the check. A ship with less than a skeleton crew will automatically lose the check. The results of winning or losing the check is given in the maneuver’s description.

**Officer’s Roles**

Every turn, each PC can take one action to aid the ship. Someone must act as Captain, and each of the other PCs will act as another officer.

You can choose one of your officer’s actions, or you can choose an action available to any of the officers below him until you get to one being played by someone else.

For example, you might have four players. One may want to be the Captain, one the Pilot, one the Weapons Master and the fourth may want to be Ship’s Surgeon. In this case the player that is the Captain can also perform any of the First Mate’s or the Navigator’s actions. The one who plays the Pilot has the Boatswain’s, Oars Master’s, and Sailing Master’s actions. The Weapons Master has the Ship’s Carpenter’s actions. And the Ship’s Surgeon may also choose from the Quartermaster’s and Shantyman’s actions.

(Alternately - You can have each player select an officer for his PC to play, then go around the table and have each player in turn choose another officer until they have all been selected. The first officer each player picked will be his primary character. During combat, the player will have the responsibilities of all of his officers, but each round he can choose to perform only one officer’s action.)

**Personnel Assignments**

In addition to their normal complement of crewmen (rowers and sailors) and infantry (archers, artillerists, and boarders), most ships also carry a number of unassigned or inactive personnel. This is especially true of ships with a large complement of archers. Since only a limited number of archers can fire at one time, the remaining archers must be assigned elsewhere. DMs and players should keep track of all personnel aboard their ships (technically this is the job of the Boatswain, but other players can help). You can use the Ship Record at the end of this book for the task.

Inactive Personnel: These are people currently in a ship’s hold or makeshift quarters below decks (see the notes to the Ship Characteristics Table for details on carrying inactive people). If there is sufficient room on the main deck of a vessel, these inactive personnel may fill in for injured or dead companions. These substitutes must, however, remain unassigned (see below) for one round; this represents the time it takes them to emerge from below, gain their bearings, and gather any needed equipment.

Unassigned Personnel: These are infantry, sailors, or rowers not currently engaged in any particular duty. Unassigned personnel represent a ready pool of reserves that may be used to fill gaps caused by injuries. The number of unassigned personnel combined with the number of active personnel on any vessel cannot exceed the maximum number of crew (twice the crew number given on the Ship Combat Statistics Table). In the event that this does happen, any excess personnel must wait below decks as inactive.

**Personal Attacks**

A character can spend his turn to use a single ranged or area attack against an enemy ship that is within range. The PC can aim the attack anywhere he normally could. Most attacks do nothing against a ship, and are only useful for injuring crew.

**Attacks**

When attacking a ship, you can attack the ship’s structure, propulsion, siege engines, or occupants. A ship can make a ramming maneuver or grapple maneuver as part of its movement. You can also attempt to board a ship.

**Attacking the Structure:** This is an attack against the ship itself. If the attack is successful, the ship takes hull damage.

**Attacking Propulsion:** This is an attack against a ship’s rigging or oars. If the attack is successful, the ship takes crippling damage.

**Attacking a Siege Engine:** Siege engines mounted on a ship have their own statistics. Siege engines benefit from cover as occupants on a ship.

**Attacking an Occupant:** This is a normal attack against a ship’s occupant - any creature that is a passenger, crewman or officer on a ship. Occupants get half cover (+2 to AC and Dexterity saving throws throws) against attacks coming from outside of the ship. Occupants in a forecastle or sterncastle have three-quarters cover (+5 bonus to AC and Dexterity saving throws) while those inside a port or hatch have total cover and can’t be targeted directly. In general, once combat begins among the occupants of two ships (such as when boarding), ship-to-ship combat should be replaced with shipboard combat.

**Archery and Siege Engine Attacks**

Naval archery can soften up the resistance on opposing ships before a boarding action and slow down fleeing ships by killing rowers and other sailors. In addition, flaming arrows can ignite sailcloth and other flammable objects on enemy ships.
A vessel’s infantry serve as its archers; however, archers require clear fields of fire as well as fairly secure, steady places to stand. No matter how many infantry a ship actually carries, only a limited number can serve as archers at any given time depending upon the length of the vessel. A ship from 5 feet to 19 feet long can have up to 5 archers attack at one time. From 20-59 feet, 20 archers, 60-100 feet long 30 archers, over 100 feet long 40 archers.

**Range Weapons**

If a ship is close enough to be within range of the archers aboard, they can fire at the target ship.

Naval range weapon attacks work just like normal range weapon attacks, except that they are fired in groups. Each archer contributes one missile to the attack. The Weapons Master selects a target vessel. The archers are firing at target creatures on the deck and in the rigging of the target ship. You make one attack roll for the entire group of archers. Use the attacker’s attack bonus (or the crew experience bonus) and the target’s AC to determine the result of the attack. If the attackers have different attack bonuses, use the most prevalent bonus in the group. If the targets have different Armor Classes, use the most prevalent Armor Class in the group.

If the attack is a hit, roll the damage as if one archer was attacking a single creature. Then multiply the damage by the number of archers in the group. When creatures aboard a ship suffer damage from range weapons, pool their hit points and inflict enough damage among them to account for all the damage.

That is, if a group of 20 hobgoblin marines (11 hit points each) suffer 55 hit points of damage from a missile attack, five hobgoblins die. If the defenders are creatures with different hit points, one must die before any others suffer damage. If the attacks don’t inflict enough damage to slay a creature outright, it is merely wounded, but damage from further attacks affects wounded creatures first. For example, if a group of 10 ogres (59 hit points each) suffers 100 hit points of damage, one ogre is killed and another is wounded, with 18 hit points remaining.

When range weapon fire strikes a ship divided into several groups, such as sailors, rowers, archers, artilleurs, and unassigned crew men, the player controlling the target ship decides where the casualties occur. Boarding combat is an exception. Whenever two ships become involved in a boarding action, the player controlling the ship making the range weapons attack can direct his archer’s fire at the onrushing boarders. Hits must be taken from the boarding party first.

**Incendiary Attacks**

Occasionally; archers shoot fiery arrows at an opposing vessel’s sails or decks; siege engines weapons, too, can fire incendianes. The practice poses some danger to the attacking ship, however, as incoming attacks from the opponent vessel can damage or scatter the incendianes and start fires.

One out of every 11 archers may prepare and fire lighted missiles. It takes one round to prepare and light the arrow, and another to aim and fire it, so he can only fire the incendary arrow once every other round. Also it has half the normal range. It must target the ship, either the structure or the sails but not the crew. If it does fire damage to the ship, it may catch fire.

Most ships in are made of wood, and wood burns. Any time a ship takes damage from fire, it may start to burn. The Ship’s Carpenter must make a DC 15 Wisdom (Survival) check. On failure, the ship catches fire. The ship takes 1d6 points of fire damage (or the amount of damage indicated by the spell, whichever is higher) immediately.

In each subsequent round, the Ship’s Carpenter makes another DC 15 Wisdom (Survival) check. Failure means the ship takes damage equal to the damage last round from fire, plus two. Success means that the fire has gone out. (That is, once the ship succeeds on his saving throw, it is no longer on fire.)

The fire damage is either hull point damage or crippling point damage depending on the target. If a fire last for 4 rounds, on the following round there is a 50% chance that the fire will spread to the structure (or to the sails if the fire started in the structure). Starting on that round, all fire damage from this fire is applied to both hull and crippling points.

**Ramming**

Many warships possess rams designed to breach the hulls of enemy ships. These rams offer a quick way to smash and sink opposing vessels. Ramming often precedes boarding actions, as the maneuver brings the opposing ships into physical contact. If the attacking ship makes a successful ram maneuver (refer to the “Ship Maneuvers” section below), in addition to HP damage the impact from the ramming attack may knock down and stun crew members and passengers on the target vessel. The target vessel cannot move or participate in combat for 1 full round. In addition, it suffers a -4 penalty on its sailing check on the following round. Any PC, NPC, officer or crew member that didn’t spend the preceding round bracing for impact must make a DC 20 Dex saving to avoid falling prone and a DC 20 CON saving throw to avoid being stunned for 1 round. If the target ship has any alchemist’s fire, there is a one in six chance that the ramming will cause a mishap and it will explode causing a fire.

**Boarding**

Boarding is a two-stage process which requires the attacking ship to successfully perform a ram or grapple maneuver before sending over boarders to attack. On the round following a successful ram or grappling maneuver the Master at Arms can perform a “boarding” action.
A vessel can increase its number of boarders or defenders by leaving a skeleton crew to operate the ship and adding the "non-essential" sailors to its boarding or defending party (Refer to the Master at Arms’ "prepare for boarding" action). Remember that ships utilizing skeleton crews can only move at one half their maximum movement.

During a boarding action, you should note the total number of boarders and defenders; a vessel with significantly more swordsmen than its opponent has a greater chance of succeeding with or repulsing a boarding action. The DM simply compares the number of attackers to the number of defenders and subtracts the lower number from the higher. Divide this number by 5. The resulting number is crew size bonus. This will need to be repeated at the beginning of each round if the crews have sustained casualties.

**Loyalty Check:** Before the crew makes a boarding action, it must make a DC 10 loyalty check. If the boarding side is smaller than the defending side the DC is 10 + the crew size bonus. Losing the check reduces the crew loyalty rating by 1 point. Losing the check by 5 or more calls for a DC 10 morale check.

**After Boarding:** Refer to "Combat after Boarding" below.

**Damaging a Ship**

A ship has both hull points and crippling points. It starts with the same number of each. That number is listed as he ships HP number on Ship Characteristics Table.

When a ship’s hull points are reduced to below half its hit points, it is listing (see below). When it reaches 0 hit points, it is taking on water and may sink.

When a ship’s crippling points are reduced to below half its hit points, its speed is reduced by half and it has a -2 penalty to all sailing checks. When it reaches 0 points, it is dead in the water and can no longer move on its own.

**Listing**

During a naval encounter, a listing ship’s speed is reduced by one quarter. It makes all sailing checks and attacks at a disadvantage unless it can be repaired. During combat, a listing ship has one side sloping toward the sea. Any creature that cannot hold onto a railing or other support treats all movement as difficult terrain. A creature that is knocked prone slides 10 feet toward the water.

If the ship’s hull points are repaired above half, the ship rights itself and is no longer listing.

**Flooding and Sinking**

During naval combat, a ship reduced to 0 hull points is taking on water.

Its speed is reduced to 1 mph and it automatically fails all sailing checks.

At the end of the ship’s turn each round, the Captain rolls a d20. If the roll is 10 or higher it is a success. Otherwise it is a failure. Once the ship has failed three saves in this way, its speed becomes 0 and it begins to descend 5 ft. per round.

On a natural 20, or on three successes, the ship stabilizes, floating but perhaps partially submerged.

As with listing, the ship might be stabilized by repairs.

**Non-Player Ships and Officer Roles**

Usually ships controlled by NPCs cannot take advantage of officer roles. Each ship will have a Captain who controls the ship and makes any needed sailing checks, but for ease of play the GM generally won’t have any NPCs trying to improve the performance of the ship. In special circumstances, however, the GM might have a prominent NPC perform an officer’s role.

**Repairing Damage**

A crew can do only so much to restore a damaged vessel at sea. Such repair attempts can restore only 1d6 points of hull damage and 1d12 points of crippling damage. Crews can repair hull or crippling damage in 1d4 days. If a ship begins foundering from battle damage, it can be temporarily patched on a roll of 12 or better on 1d20 (provided the ship is not currently engaged in combat or manned by a skeleton crew). If someone aboard makes a successful Seamanship or Shipbuilding proficiency roll, add +3 to the roll for patching. A patched ship generally stays afloat just long enough to allow more extensive repairs.

Repairs can occur after each battle or event that damages a vessel. However, crews cannot restore more hull or crippling points than the particular event caused. Thus, a ship that suffers 12 hull points of damage in a battle can repair a maximum of 6 hull points while at sea. If that same ship later strikes a reef and loses one hull point, its crew cannot repair more than one hull point.

Skeleton crews cannot attempt repairs, and repairs are not possible during battle, storms, or gales. Extensive repairs (more than 6 points) require the skills and materials of a shipyard. Damaged vessels must dock or beach for repairs. Because of the materials and skilled labor involved in such repairs, fixing a vessel requires a good deal of time and a potentially large amount of cash. Some ship owners may find it cheaper and more convenient to buy a new vessel than repair a damaged one. It will cost 150 gp per hull/ crippling point repaired. And for every 3 points repaired it will require 1 day of labor.

**Recovering Casualties**

Not every creature eliminated during combat actually dies. Some might merely be knocked unconscious; others may be so badly wounded that they lose their will to fight. If a ship sinks, all creatures eliminated during the battle die (from
drowning or other misfortune); otherwise, at the end of any battle, the victor may recover 50% and the defeated side may recover 25% of lost crew Hit Points.

Multiple Ships
The Detailed Combat System works best for resolving duels between two ships, with the players controlling the vessel carrying the PCs and the DM handling the opposing ship. If three or more ships become involved in a battle, the DM has several options:

• Two or more vessels can act together as a unit. Both vessels take the same action at the same time and effectively function as a single ship, though they cannot pool crewmen or damage points. If the ships have different crew experience bonus and crew loyalty ratings, the group must use the lowest one.

• All the vessels on each side can act as units, subject to the Limitations noted above.

• The battle can be broken apart into separate two-ship duels.

• Allow all the ships to act independently. This method works best when several vessels threaten a single foe. Each ship declares its own action and its Pilot makes his sailing checks separately. As the battle develops, the foe might outmaneuver some allied ships, but fail to elude others.

• Use a combination of methods. For example, the DM might want to treat the opposing sides as two units until the ships get within archery range, then break the battle up into individual duels.

Monsters in Combat
In many cases, a sea creature will menace a ship and its crew.

Creature Movement and Attacks
Swimming creatures use their swimming movement rates in naval combat.

As a standard combat action, they can attempt a ship maneuver. For creatures, the sailing check is made using their Dexterity modifier. They can ignore all facing prerequisites.

Creatures and Missile fire
Archers (but not artillerists) aboard ships can fire at creatures using their normal crew experience bonus and the target creature’s Armor Class. If the target creature is size category Huge or larger, roll the damage as if one archer was attacking a single creature. Then multiply the damage by the number of archers in the group. If the target creature is smaller than that, only one in three of the archers have a clear line of sight so divide the damage per token by 3.

Creatures and Artillery fire
Artillery can fire at Huge and Gargantuan creatures just as it does at ships - smaller creatures and fully submerged creatures of any size are immune to artillery fire.

Creatures and Ramming
It is possible for a Huge or larger swimming creature to make ramming attempts or to be rammed.

To ram a ship, the creature must succeed in an attack roll against the ship’s hull Armor Class, adding the creature’s Strength modifier to the roll. The creature deals 1d6 points of hull damage to the ship for every 10 feet of swimming speed. The creature receives 1/2 this amount of hit point damage.

To ram a creature, a ship uses a standard ram maneuver against the creatures Armor Class, but the attack is made at a disadvantage.

Creatures and Boarding
Sea creatures can clamber aboard target vessels and gargantuan creatures can simply reach onto a ship deck. If the attacking creatures can climb the defending vessel’s sides they simply storm aboard.

Ships boarded by swimming creatures generally remain free to maneuver unless some of the attackers stay behind in the sea and attempt to keep the ship from moving.

Boarding melees with sea creatures are conducted according to the normal procedures. If groups of swordsmen attack a single creature, use standard combat rule regarding creature size to determine the number of swordsmen that can attack.

Combat After Boarding
Once a ship has been boarded, ship-to-ship combat ends and shipboard combat begins on whichever ship was boarded first. This uses standard D&D combat rules.

Shipboard combat is normally a battle between the “primanes” of the two ships—usually meaning that the PCs fight the enemy ship’s captain and any other major NPCs on the enemy ship in normal combat. Meanwhile, the two ships’ crews are fighting each other in the background.

Ship Terrain
Many spaces on a ship will be difficult terrain, crowded with spare lines, barrels of supplies, and the various tools used
to keep ships in working order. Characters should be encouraged to use these in improvised attacks.

If the Sailing Master has “wet the sails”, or during and for an hour after a rain, the deck and all sails and rigging will be wet. All movement will be at half the normal speed.

Rigging can be entered from any space adjacent to the edge of the ship, or adjacent to any of its masts. Most rigging can be climbed with an Acrobatics or Athletics check (DC 10). For ease of play, assume that characters can occupy any space above the ship, up to the maximum of the rigging’s height.

Falling overboard is a great risk, so most ships have railings along their edges. If forced movement would take a creature through the railing and off the ship, that creature gets a +5 bonus to its saving throw to avoid being thrown overboard. Climbing up the side of a ship in steady waters requires an Athletics check (DC 10).

Boarding Crew Combat

You make one attack roll for the entire group of borders or defenders on their ships turn. Use the attacker’s attack bonus (or the crew experience bonus) and the target’s average AC to determine the result of the attack. The larger of the two sides adds the crew experience bonus to their attack die.

If the attack is a hit, roll the damage as if one swordsman was attacking a single creature. Then multiply the damage by the number of attackers in the group. The damage is applied to the target creatures as a group. Add all of their hit points together to form a pool of hit points. When enough damage is received to kill one creature, the number of creatures is reduced by one.

Winning: Unless one side’s crew surrenders, whoever wins the “primary” combat (either the PCs or the enemy NPCs) wins the entire battle. In other words, a ship’s crew is victorious over an enemy crew if their captain defeats the enemy captain.

Variant - eliminate boarding crew combat

While a ship’s crew will likely take losses in a battle, with this variant it is assumed that enough members of the defeated crew join the victorious crew to replenish any losses. This keeps the PCs from having to play out combat between large numbers of low-level opponents, and from needing to track exactly how many casualties their crew takes in each battle.

Experience Points

The PCs earn normal XP for the foes they defeat in shipboard combat. In most circumstances, the ship-to-ship battle just serves as a prelude to the main combat. If, however, the PCs decided to fight out an entire ship-to-

ship battle and they sink or destroy a ship without ever fighting the ship’s captain and NPCs, then they earn XP based on the captain’s CR (as the captain is the only one piloting the enemy ship in ship-to-ship combat).

Ship’s Maneuvers

During naval combat, each ship moves by making a series of maneuvers. At the beginning of each round the Captain selects which ships maneuver will be attempted. The ship must meet the prerequisite to attempt the maneuver. If the ship does not meet the prerequisite but could meet it if it moved first, the First Mate can delay the maneuver for a number of rounds while he orders different maneuvers to attempt to reposition the ship. On the first round that the ship meets the prerequisite, the Captain’s original maneuver is attempted. At the end of each round the ships pilot makes the sailing check indicated for the current maneuver. The ship’s crew experience bonus is added to the sailing check. The actions of others can also affect the sailing check. A pilot of a ship that is operating with a skeleton crew has disadvantage on the check. A ship with less than a skeleton crew or has no pilot, or if the pilot takes no action, or takes some other action that prevents him from piloting the ship, the ship takes the “uncontrolled” action.

Turn (Hard to Port or Hard to Starboard)

At the end of the round, the ship changes the direction it faces by 90 degrees. It can move at up to half its speed before the turn.

Prerequisite: If the ship is powered by sails only, the ship must move forward (minimum speed of 1 mph) as part of this maneuver. If powered by oars, the ship can turn without moving forward.

Sailing check: Success requires a DC 10 Wisdom (vehicles, water) check. On a failure, the ship doesn’t turn and the ship can only move half its speed this round.

Close (Full Ahead)

At the end of the round, the distance between the ships is reduced by your ship’s speed.

Prerequisite: Your ship must be facing the other ship.

Sailing check: A successful DC 15 Wisdom (vehicles, water) check adds 1d4 mph to the ships speed. A natural 20 on the roll adds 2d4 mph to the ships speed. On a failed check, your ship moves its normal speed this round unless the roll was a natural 1. In that case the ships speed is reduced by 1d4 (minimum speed of 1 mph).

Back Off (Full Astern)

At the end of the round, the distance between the ships is increased by your ship’s speed.
**Prerequisite:** Your ship must be facing to the rear. If facing right or left, the distance between the ships is only increased by your half your ship’s speed. This maneuver cannot be attempted if your ship is facing forward.

**Sailing check:** Same as for the Close Maneuver.

### Hold
This maneuver includes changing of speed and a turn of up to 90 degrees if required to match the other ship’s direction of travel. At the end of the round, the distance between the ships is unchanged.

**Prerequisite:** Your ship must not be facing to the rear. Your ship speed must be able to match the other ship’s current distance travelled.

**Sailing check:** The Pilots of both vessel make a Wisdom (vehicles, water) check. If your ship wins the contest it matches the other ship’s speed and direction and the range between the ships doesn’t change. On failure, your ship’s speed and direction continue as they were on the previous round.

### Come Alongside
This maneuver includes a turn of 90 degrees as it nears the other ship. At the end of the round, the ship has pulled alongside the enemy and is now within 10 feet of the enemy ship.

**Prerequisite:** Your ship must be facing the other ship and close enough to reach it in one round.

**Sailing check:** Success requires a DC 20 Wisdom (vehicles, water) check. Each round thereafter, the pilot matches the other ship’s speed and maneuver automatically (within the limits of his ship’s capabilities, of course) unless the enemy successfully performs a Break Away maneuver (detailed below).

Failing the sailing check by a margin of 5 or less indicates that the helmsman failed to initiate the maneuver correctly and the ship is now 30 feet from the enemy ship and still facing forward.

If the check is failed by more than 5 but less than 10 the ships strike as if the pilot had initiated a ram maneuver. Both ships will receive the same amount of damage. This will be 1/2 the damage the attacking ship would have received on a successful ram maneuver. A ship with a Ramming Prow does no additional damage to the enemy ship for every 1 mph of speed. The attacking ship receives 1/2 this amount of hull damage. A ship with a Ramming Prow does an additional 1d4 damage to the enemy ship for every 1 mph of ship speed.

### Ram
At the end of the round, the ship has crashed into the enemy ship, doing damage to both ships. Both ships are reduced to a speed of 0. Refer to “Ramming” above for other possible effects.

**Prerequisite:** Your ship must be facing the other ship and close enough to reach it in one round.

**Sailing check:** The pilot must make a successful attack roll. The basic attack roll is: \(1d20 + \text{the pilot’s Wisdom (vehicles, water) modifier} + \text{ship’s crew experience bonus}\). The total is compared to the target ship’s hull’s Armor Class; if the roll is equal to or greater, the ramming attempt is successful. Otherwise, there is no ship damage. You missed the other ship entirely or glanced off without any significant damage to either ship. A natural 20 is always a hit and a 1 is always a miss. A natural 20 is also a critical hit. The attacking ship deals 1d6 points of hull damage to the enemy ship for every 1 mph of speed. The attacking ship receives 1/2 this amount of hull damage. A ship with a Ramming Prow does an additional 1d4 damage to the enemy ship for every 1 mph of ship speed.

### Broadside
At the end of the round, the ship is in a favorable position to fire all its siege weapons at the same time.

**Prerequisite:** Your ship must be facing right or facing left and you must be within your siege weapon’s range of the enemy ship.

**Sailing check:** Success requires a DC 15 Wisdom (vehicles, water) check. If the check is successful and your ship’s siege weapons (min 2) performed a ready action to fire when the Weapons Master signaled, he now signals and they all fire at once. They have advantage on the attack. And they will do critical damage on a 19 or 20. On failure, the ships position is not good. If you choose to fire the readied siege weapons this round, the attack will be made at a disadvantage and they cannot do critical damage.

### Grapple
Grapple maneuvers are usually employed immediately before boarding. At the end of the round, the crew will have set boarding hooks and effectively grappled the enemy’s ship (grapnels or boarding hooks are considered standard equipment for any ship intending to engage in combat).

**Prerequisite:** Your ship must have performed a successful come alongside maneuver.

**Sailing check:** The pilot must make a successful attack roll. The basic attack roll is: \(1d20 + \text{the pilot’s Wisdom (vehicles, water) modifier} + \text{ship’s crew experience bonus}\). The total is compared to the target ship’s hull’s Armor Class.
Class; if the roll is equal to or greater, the enemy vessel is ensnared and unable to break away until its pilot can successfully perform a fend off maneuver and dislodge all the hooks. Otherwise, the ship maintains its position but the grapple was not successful.

**Fiend Off**

The fiend off maneuver is employed to dislodge an enemy’s ships grapple hold on your ship. At the end of the round, by violently turning the ship’s wheel, the pilot not only jostles the enemy’s boarding hooks loose, but makes it a decidedly risky prospect for an enemy crew to attempt to board.

**Prerequisite:** The enemy ship must be grappled to yours.

**Sailing check:** Success requires a DC 20 Wisdom (vehicles, water) check. Any enemy attempting to board when the fend off maneuver is executed suffers a +2 modifier to the DC of whatever skill check is required to board (Jump checks for characters leaping aboard, Balance checks for those using boarding planks).

**Break Away**

When an enemy ship has come alongside, the helmsman can attempt to break away from the enemy. At the end of the round, the distance between the ships is increased by up to your ship’s speed.

**Prerequisite:** The enemy ship has come alongside yours.

**Sailing check:** The Pilots of both vessels make a Wisdom (vehicles, water) check. If your ship wins the contest it indicates that the ship has broken away successfully. On failure, the enemy ship remains alongside. If you fail by 10 or more you "zigged when you should have zagged" and collided with the enemy ship and both ships will receive 1d6 points of hull damage.

**Evade (Evasive Maneuvers)**

The pilot makes a series of sudden unexpected turns and speed changes to avoid enemy ship’s weapon fire. Because of these violent movements, your ship has disadvantage on all attacks this round. Your ship can continue on its current course during this maneuver at half speed.

**Prerequisite:** none.

**Sailing check:** The Pilots of both vessels make a Wisdom (vehicles, water) check. If your ship wins the contest it receives +2 to its AC and saves until its turn on the next round. For each 5 points that the pilot beats his opponent he may increase this bonus by +2.

**Make Way**

Your ship makes a tricky or difficult maneuver that forces an enemy pilot to react. At the end of the round your ship is 30 feet from the other ship.

**Prerequisite:** Your ship must be facing the other ship and close enough to reach it in one round.

**Sailing check:** The Pilots of both vessels make a Wisdom (vehicles, water) check. If your ship wins the contest you can choose one of the following effects;

- Enemy Pilot has disadvantage on Wisdom (vehicles, water) checks for a round.
- Enemy Ship is -4 on AC and saves for a round.
- Enemy Siege Weapons have disadvantage on attacks for a round.

**Uncontrolled (no action)**

When the pilot does nothing, if there is no pilot, or if the ship has less than a skeleton crew, the ship is uncontrolled. An uncontrolled ship does nothing except take the uncontrolled action until it stops or someone becomes its new pilot. An uncontrolled ship moves forward only and automatically decelerates by half its current speed to a minimum of 1 mph.

**Prerequisite:** None

**Sailing check:** None

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**Your Shipmates**

All of the people that are on the ship and their duties.

**The ship’s hierarchy**

The order of the ranks from highest to lowest are:

**Officers**

- **Captain:** Direct the ships actions - Communicate with other ships
- **Ship’s Mage (optional):** Make magical attacks - Put out fires - Mend the ship - Etc.
- **First Mate:** Interpret the Captains orders - Fine-tune the ships actions.
- **Navigator:** Read the water, currents, weather, other ships, etc. - Spot weakness
- **Pilot:** Steer the ship - Set ships location and direction
- **Boatswain:** Direct deck activities - Re-assign crew stations
- **Oars Master:** Maximize the speed and efficiency of the rowers
- **Sailing Master:** Maximize the speed and efficiency of the sailors
- **Weapons Master:** Direct weapon fire - Lead grappling and boarding actions
- **Ship’s Carpenter:** Fix damage - Provide ship with temporary hit points
Ship’s Surgeon: Track crew casualties - Heal wounded - Restore crew damage

Quartermaster: Make available tools and equipment - Find replacement sails or rigging

Shantyman: Improve morale – inspire the crew

Crew

Lookout, Blacksmith, Scholar, Chronicler, Cook, Cooper, Able Seamen (Sailors, Rowers), Infantry (Archers, Artillerists, Swordsmen), Unassigned personnel, Deck Monkeys, Ship’s Boy/Girl, Passengers, Pets, Captives

Number of Officers

Any ship with a crew of 9 or fewer will have only one officer, the Captain, and he will also function as one of the crew. A ship with a number of crewmen of between 10 and 19 will have both a Captain and a Boatswain. Ships with 20 or more may have all of the officers listed above. When a ship is missing one or more officer positions, the officer in the position above that one will also perform the duties of the lower office.

Pay

Officer’s pay: Officers serving in the military of some country or kingdom will receive a monthly wage. Pirates work for a share of prizes they receive. Officers on privately owned ships normally work for wages, but will sometimes agree to half wages plus a share of the ship’s profits.

Captain, 10 shares or 8 gp per day; Ship’s Mage (optional), 9 shares or 7 gp per day; First Mate, 8 shares, or 6 gp per day; Navigator, 6 shares, or 5 gp per day; Pilot, 5 shares, or 4 gp per day; Boatswain, 5 shares, or 4 gp per day; Oars Master (only on ships with oars), 4 shares, or 3 gp per day; Sailing Master (only on ships with sails), 4 shares, or 3 gp per day; Weapon’s Master, 5 shares, or 4 gp per day; Ship’s Carpenter, 4 shares or 3 gp per day; Ship’s Surgeon, 4 shares or 2 gp + 1 sp per man aboard per day; Quartermaster, 4 shares or 3 gp per day; Shantyman, 3 shares, or 2 gp per day; Ship’s Boy/Girl, (they are listed here because, although they are not officers, they are also not part of the crew) they receive no pay - they work for the experience, but after a successful voyage they are often granted a gift that amounts to 1/2 of one share of the profits, or 2 sp per day.

Crew Pay: 1 or 2 shares or between 1 and 5 gp per day depending on experience (refer to Crew Experience Table).

Officers Duties

Captain (AKA Commander or Skipper)

The ultimate authority on any ship, his word is law to all on board. The captain chooses where to sail, what to plunder, and who fills the other stations aboard the vessel, among many other command decisions. Leadership often proves perilous, however, as a captain is, above all, meant to secure success for his ship and crew. Failing to do so increases the threat of mutiny. He is normally an experienced sailor, navigator and commander.

The individual in command of the vessel must be available each turn to direct the actions of the crew and observe the enemy’s actions. If the commander fails to direct the ship’s movement he cannot direct the pilot to change heading or the watch to change speed, or order the ship to perform any special maneuvers. This role is for someone on the deck of the ship shouting orders to the crew, relaying info from the lookout to the pilot and so on. Imagine him standing in the bow or on the sterncastle with a spyglass.

Playing the Captain: You are responsible for all of the decisions regarding ship. A successful Captain will listen to the advice of others, but it is ultimately your job to control the ship. During combat, at the start of each round you can order any ship maneuver. The Captain will tell his First Mate what ship maneuver he wants to attempt, but it is the First Mates job to see to it that it gets done. If necessary, the First Mate may delay that maneuver for a few rounds to first move the ship into position.

Captain’s Actions: Selection of a ship maneuver is a free action for the Captain. He can also perform any combat action normally available during a combat round or he can choose one of the following actions.

Rally: The Captain can attempt to intimidate/inspire the crew once per battle for an advantage on a roll of his choice. Make a Charisma check. Subtract the crew’s loyalty from 20 to arrive at the DC for the check.

All hands on deck: Call all crewmen to the deck and they take their pre-assigned positions for combat. This requires 1d4+2 rounds. There is usually time enough to do this before the start of the battle. (If there is not enough room on deck, the rest of the crew remains below deck ready to emerge if needed.)

Make a Charisma check. Subtract the crew’s loyalty from 20 to arrive at the DC for the check.

All hands on deck: Call all crewmen to the deck and they take their pre-assigned positions for combat. This requires 1d4+2 rounds. There is usually time enough to do this before the start of the battle. (If there is not enough room on deck, the rest of the crew remains below deck ready to emerge if needed.)

Attack: “Fire at will” - directs the weapons master to attack the enemy ship. Alternately you could command him to “Load and aim all siege engines and await my command to fire”, or “Fire a warning shot across their bow” or any other attack command from “Wait until you see the whites of their eyes” to “Arm siege engines. Fire everything we’ve got!”

Cease Hostilities: Stop all attacks against the enemy ship

Strike Colors (Surrender): It is an offense to continue to fight after striking one's colors, and an offense to continue to fire on an enemy after she has struck her colors, unless...
he indicates by some other action, such as continuing to fire or seeking to escape, that he has not truly surrendered.

Request Parley: Hoisting a white flag, in itself, is not an indication of surrender. Rather, hoisting a white flag indicates a request for a truce in order to communicate with the enemy.

Abandon Ship: In most instances the captain of the ship forgoes his own rapid departure of a ship in distress, and concentrates instead on saving other people. It often results in either the death or belated rescue of the captain as the last person on board.

Command Decision: Direct an officer to take a specific action. This adds +2 to the officer’s ability check.

Study the situation: - You take no action this round. On the following round you can add +2 to one ability check for you or any officer.

Ship’s Mage [optional] (AKA Ship’s Magician or Witch Doctor)

In a fantasy world where magic is real, many ships will have a magic user on board. Having a skilled ship’s Mage does wonders for crew morale as well as increasing the ability of the ship to survive storms and violent encounters. Any officer might be skilled in the use of magic but a character that assumes the role of Ship’s Mage gives no orders and answers only to the Captain. Not all ships have a Ship’s Mage. For those that do, he will typically be a PC or NPC.

Playing the Ship’s Mage: You may make your own attacks, put out fires, mend the ship, etc.

Unlike other officers, the Ship’s Mage does not take on the responsibilities of missing officers below him. That function falls to the Captain. As the title suggests, the PC that takes on this role must be a magic user. The Ship’s Mage advises the Captain and uses his magical abilities as he sees fit.

There are no specific Ship’s Mage actions. The Ship’s Mage can perform any action normally available during a combat round.

First Mate (AKA the First Officer)

The officer who ranks just below the Captain of the ship and takes over in the event that the Captain can no longer perform his duties. He protects the seaman against each other by maintaining order, settling quarrels, and distributing food and other essentials.

Playing the First Mate: Your primary job as First Mate is carrying out the Captains commands. If the Captain selects a ship maneuver that has a prerequisite that isn’t currently met, but that can be met in a few rounds if another maneuver is performed first, it is your job to delay the Captains order and substitute the other ship maneuver until the prerequisites are met. This will normally be to turn the ship or move it closer to the enemy ship.

You are also responsible for keeping track of the ships location in relation to any hazard or to other ships. During battle, you must keep trakct of the range between your ship and the enemy ship. Also, you must keep track of the direction your ship is facing, in relation to the enemy ship and the wind direction. This can easily be done with ship models, or cut-outs, or even pencils.

First Mate’s Actions: Ordering a ship maneuver is a free action for the First Mate. He can also perform any combat action normally available during a combat round or he can choose one of the following actions.

Fill in: The First Mate can take any other officer’s action that is not being performed this round.

Full Ahead/Heave To: The First Mate is in charge of determining the speed of the vessel by ordering the crew to lay on more sail or draw the sails in. This changes the ship’s speed up or down as desired not to exceed the ship’s maximum speed.

Look Alive: The First Mate drives the crew to pay close attention to their jobs making the ship sail smoothly and well. With a successful DC 10 Charisma (Persuasion) check you grant the Pilot a +2 on his sailing check.

Take Cover: The First Mate orders the crew protect themselves from incoming siege weapon fire, magical attacks, etc... the crew gets +8 cover bonus to AC, but the Pilot gets a -4 penalty to sailing checks, and Archers and Artillenist get -4 to their attacks.

Brace for Impact: Order the crew to hunker down for one round. This is typically in response to an expected ram attack. Until this officer’s next turn, the crew has resistance to all damage other than psychic, and all sailing checks have disadvantage. Your Archers and Artillenist cannot attack.

Navigator (AKA the Second Mate, Ship Master or Sea Artist)

He directs the course and looks after the maps and instruments necessary for navigation. Since the charts are often inaccurate or nonexistent, his job is a difficult one. It is said that a good navigator is worth his weight in gold. He is perhaps the most valued person aboard a ship other than the captain because so much depended upon his skill. The navigator is expert at reading and correcting charts, using navigational tools such as the cross-staff, backstaff, quadrant, and sextant (depending on time period). He is also expert at using dead reckoning methods for determining longitude. Some are also capable of determining longitude using lunar observations (taking lunars). The sea artist was also an expert at reading the ocean, able to tell shallows and hidden reefs from deep waters and able to determine if storms were coming.
Playing the Navigator: You are responsible for tracking the ship’s location during voyages. During battle, it is your responsibility to identify and communicate with the other ships, both friend and foe (in response to his Captain’s wishes). The Navigator watches the water depth and currents. He keeps an eye on weather conditions. He receives reports from lookouts, makes his own observations and is in constant communication with the Captain.

Navigator’s Actions: The Navigator can perform any combat action normally available during a combat round or he can choose one of the following actions.

Spot Weakness: Make a DC 15 Wis check to spot a weakness on a target, giving one piece of artillery or attacking character advantage on one attack roll against that target this round.

Signal Flag: It is the ship’s Navigator’s responsibility to communicate with other ships at sea. This is primarily by directing the raising of generally recognized set of signal flags. Ships typically fly their national flags, so they will be recognized by that. In addition, there are universal signals. A white flag means “we come in peace” while a black flag was the universal signal of a pirate, as it signals “we come to fight.” A yellow flag means sickness on board. A more complicated message can be delivered with a series of flags, no more than a few words in length. Of course there is no guarantee that the other ships will respond.

Recon Target: Make a DC 10 Wis check to learn the current HP, flag, remaining crew, or other information about enemy ship. Requires a spyglass.

Pilot (AKA the Helmsman or Steersman)

He determines the course and position of the ship, uses maps or charts, and other navigation tools. He is also the individual steering the vessel. He must be available to make course changes as directed by the commander. During battle, the Pilot stands at the ship’s wheel. If the pilot fails to steer, the ship cannot make heading changes in the current turn. The helm must be controlled by a player or NPC or the ship will be drifting.

Playing the Pilot: It is your job to perform the maneuvers selected by the Captain and the First Mate. At the end of each round, the Pilot makes a sailing check, the result of which will determine the degree of success or failure of the attempted ship maneuver.

Pilot’s Actions: Making the sailing check is a free action for the Pilot. The pilot’s movements in a combat round is restricted to starting and ending the round at the ship’s wheel. Other than the limitation to his movement, he can perform any combat action normally available during a combat round or he can choose one of the following actions.

Con the Helm: The Pilot makes the small adjustments to the wheel of a ship when steering to keep it on course and avoid danger. If the ship is moving, a DC 15 Dex save will add the Pilot’s Dex Modifier to the ship’s AC.

Helm Check: The Pilot makes a DC 15 Intelligence check. On success, for one round, the Pilot’s Int. Modifier is added to the ship’s speed (in mph).

Boatswain (AKA bosun or bos’n - pronounced “bosun” either way)

He supervises the maintenance of the vessel and its supply stores. He is responsible for inspecting the ship and its sails and rigging every morning, and reporting their state to the captain. The Boatswain was also in charge of all deck activities, including weighing and dropping anchor, and the handling of the sails. The bos’n can direct the actions of the Sailmaster and/or the Oarsmaster, and encourage them to move the ship faster. A ship with both oars and sails can benefit from only one speed increase through crew handling, but the officers can try to gain the bonus through both means; that is if a ship’s Oarsmaster fails to inspire their rowers, the Sailmaster can try to inspire their sailors instead. The bos’n could be anywhere on deck during combat.

Playing the Boatswain: You are responsible for keeping track of the number of crew members currently assigned to each task (sailors, rowers, archers, artillerymen, and Swordsmen). You will also track crew casualties and re-assigning crew stations. The Boatswain will try to ensure all siege weapons are adequately manned, all oars are manned, and the sails maintain at least an ample crew. It is his responsibility to inform the Captain whenever the loss of crewmen reaches (or nears) a threshold that will cause the reduction in ship speed or efficiency of siege weapons.

Boatswain Actions: The Boatswain can perform any combat action normally available during a combat round or he can choose one of the following actions.

Rigging Check: The Boatswain makes a DC 15 Constitution check. On success the Boatswain’s Wisdom Modifier is added to the pilot’s sailing check.

Reassign crew: The Bos’n can move crewmen from their current work station to another as needed. This means he can take men from the rigging to replace infantrymen that have been lost to combat. Using this action, he can move men from any position to any other as needed. Any crewman that is pulled from one assignment to another spends the entire round moving to the other position and is not counted as unassigned for this round.

Encourage Oarsmaster/ Sailmaster: The Bos’n must make a DC 15 Charisma (Persuasion) check. If the roll is successful, the next check by either the Oarsmaster or the Sailmaster is made with advantage.
**Oars Master** (AKA the Coxswain - often shortened to Cox'n)

This specialist is the member who coordinates the power and rhythm of the rowers. The Coxswain is also responsible for piloting and maintaining the longboats of a ship. Most notably, the Coxswain was charged with transporting the captain to shore and back. They usually sit or stand in the stem of the boat.

**Playing the Oars Master:** The oars don’t move except at your command. The Oars Master is responsible for all movement that is powered by oars. He is also responsible for the rower’s safety and the safety of the oars themselves.

**Oars Master Actions:**

**Increase Rowing Speed:** Once every 10 rounds (1 minute), the Oarsmaster can attempt to coax, cajole, and otherwise inspire his crew to greater speed. The Oarsmaster must make a DC 15 Charisma (Persuasion) check. If the roll is successful, the vessel’s movement rate increases by one mph for one minute. Failure indicates that the officer cannot inspire his rowers to keep such a fast pace.

Rowers can keep such a backbreaking pace for a maximum number of minutes equal to 3+ the crew’s experience bonus (refer to the Crew Experience Table below). For each round after that, they must succeed on a DC 10 Constitution check or take one level of exhaustion. When their exhaustion level reaches level 2, they will no longer be able to row at the faster speed. If it drops to level 4, they will only be able to row at half their normal speed. At level 5, they will no longer be able to row.

**Row Harder - Longer:** Once every 24 hours, an oarsmen can attempt to inspire his rowers to work harder and longer, thereby increasing the maximum distance covered in a single day. The oarsman must make a DC 15 Charisma (Persuasion) check. Success indicates that the ship’s daily movement increases by one third. Once pushed to this limit, however, a ship’s complement of rowers must finish a long rest before they can row again.

**Deploy Out Boats:** A desperate maneuver used by sail-powered ships in calm winds, putting boats involves putting two or more of the ship’s launches in the water and literally using them to tow the ship. If two launches are used to tow the ship, they can move the ship at a speed of 1/2 mph. Four launches can move the ship at a speed of 1 mph, and eight launches can move it at a speed of 1 1/2 mph. In all cases, the ship’s sailing checks are made at a disadvantage while using out boats.

**Sailing Master** (AKA the Sailmaster)

This specialist is the member who determines how well the sails can catch the wind to move the ship. The Sailing Master is responsible for all movement that is powered by sails. This includes the raising, lowering, and re-positioning of the sails as required for them to take advantage of the wind.

**Sailing Master Actions:**

**Increase Sailing Speed:** Once every 10 minutes, a sailing ship’s Sailsmaster can attempt to increase a ship’s base speed through superior seamanship. The ship’s Sailsmaster must make a DC 15 Charisma (Persuasion) check. If the roll is successful, the vessel’s speed increases by 1 mph. The speed increase lasts 10 minutes.

**Wet the Sails:** Wetting the sails is a standard practice before going into battle. Unlike many nautical terms, which seem to bear no relation to what they actually mean, wetting the sails is exactly what it sounds like. Crewmen dump buckets of seawater on the sails, thoroughly soaking them. While this adversely affects the sails’ ability to catch the wind, it makes them much more resistant to fire attacks. Wetting the sails reduces a ship’s sail speed by 1 mph, but it removes the rigging’s vulnerability to fire. It takes 10 minutes to wet the sails, and the ship can only make the “uncontrolled” maneuver during this time. The effects last for about an hour (the DM may adjust this duration for particularly sunny or overcast conditions).

**Reef the Sails:** "Reefing the sails" entails partially furling the sails to gain maneuverability in close combat at the cost of speed. While not generally advisable during general sailing or when attempting to overcome an opponent, reefing the sails is a good tactic when speed is less important than being able to maneuver into position for a broadside or a rake. It takes 1 minute to reef the sails, and the ship can only make the “uncontrolled” maneuver during this time. A ship with reefed sails loses 1 mph of its speed (to a minimum speed of 1 mph), but sailing checks receive +2 bonus.

**Weapons Master** (AKA the Artillery Master or Master Gunner or Master Sergeant or Siege Engineer)

As the master at arms for the ship, in addition to fighting alongside the troops it is his responsibility to see that they are properly trained and to help manage all the siege engines on a ship. The basic job of the Master at Arms is to decide where and when to fire all the weapons on the ship, and at what. For the most part this just involves following the rules for Siege Engines. How many crew are on each engine? How many rounds does it take to load, to aim etc...? The Master at Arms can coach all the weapon
crews simultaneously assuming there are enough crew to man each weapon. A Weapons Master will help to coordinate the timing and accuracy of the individual crews, especially when a broadside was ordered.

**Playing the Weapons Master:** You direct all the ship’s combat actions. The Weapon’s Master is responsible for all Infantrymen (archers, artilleurists, and swordsmen). Using an action, you can move infantrymen from any position to any other as needed (an archer pulled out of an archery group to replace a downed man at a siege weapon, for instance.) Any infantryman that is pulled from one assignment to another spends the entire round moving to the other position and is counted as being unassigned for this round. Unless directed by a superior officer, you determine targets and when to fire. If there is a boarding action, you select the Swordsmen and you lead the boarding party.

**Weapons Master Actions:**

- **Load/Aim/Fire:** The Master at Arms then rolls a DC 15 Charisma (Persuasion) check to give one weapon crew a +2 bonus on their attack.

- **Weapons Check:** The player rolls a DC 15 Dexterity check. On success, Master at Arms’ Dexterity modifier is added to one weapon’s damage. The damage is only applied if the weapon successfully attacks the enemy’s ship. This Master at Arms must be adjacent to the siege weapon in question.

- **Order Broadside:** Once every 4 rounds, all ready to fire artillery on a side of the ship (min 2) fire at once. If a target is within close range, make a single attack roll with advantage. Target takes normal damage on a hit.

- **Steady...Steady:** The Weapons Master may spend an extra round coaching her weapon crews on their aim. All siege weapons take an additional round before they can fire. With a successful DC 20 Wisdom (Perception) check each siege weapon deals double damage on its next attack, if it hits. This action cannot be used with a broadside.

- **Hustle Crews:** Once every 4 rounds, the Weapons Master may make a DC 10 Cha check to speed up loading time. On a success, all siege weapons can be ready to fire one round earlier than normal. Only crews that can see and hear the Master of Artillery can receive this benefit.

- **Make Her Bleed:** If the Master at Arms has his crews target a part of the ship that they previously damaged he may make a DC 20 Wisdom check to have each siege weapon that fires in that round deal triple damage on its next attack, if it hits. He may only attempt this action if a siege engine has previously damaged the enemy ship.

- **Prepare for Boarding (or Prepare to defend from boarding):** The Master at Arms assigns the men he wishes to the boarding party (or to defend the ship from boarding). This can be any or all of the infantrymen and as many able seamen as he feels he needs. He will typically leave at least a skeleton crew to control the ship. For this round all of the men he selects are considered unassigned while they are retrieving their weapons and taking up their positions. On the following round they are considered boarders (or “defenders” if they are defending their ship from being boarded).

**Grapple:** All boarders that are ready and in position (refer to “Prepare to Board” above) move onto the enemy ship. This can only be done on the round after a successful ram or grapple maneuver. As they jump from ship to ship, cross over on boarding planks, swing across on ropes tied to the yardarms, etc. the boarders on the opposing ship attempt to drive them back. Refer to the “Boarding” section above for information on how to resolve the attempted boarding action.

**Ship’s Carpenter** (AKA the Ship’s Engineer or Shipwright)

The Ship’s Carpenter is responsible for the maintenance and repair of the wooden hull, masts, hatches and yards. He works under the direction of the ship’s First Mate and Boatswain. The Carpenter checks the hull regularly, placing oakum between the seams of the planks and wooden plugs on leaks to keep the vessel tight. He is highly skilled in his work which he learned through apprenticeship. He repairs damage, or adjusts ship components to improve performance. Must be in whichever location he’s fixing or modifying.

**Playing the Ship’s Carpenter:** You are responsible for tracking the ships remaining hit points, both hull points and crippling points. The Ship’s Carpenter must keep the Captain informed of all ship damage that threatens the ship’s speed or safety, and of the current state of repairs. He has the primary responsibility of repairing damage to the ship. He is also the primary person responsible for putting out any fires.

**Ship’s Carpenter Actions:** The ship’s Carpenter can perform any combat action normally available during a combat round or he can choose one of the following actions.

- **Damage Control Check:** Once in 4 rounds, the ship’s Carpenter can attempt a DC 15 Wisdom check. On success, the ship gains a number of temporary hit points equal to twice his Wisdom modifier, or may end one damaging effect effecting the ship.

- **Reinforce Hull:** The ship’s Carpenter can spend a round adding temporary auxiliary bracing to a section of the hull - making it more difficult to damage. This provides the ship with 1d4 temporary hit points to the hull (temporary hull points).
Repair minor damage: The ship’s carpenter jumps into action whenever there is a mishap or problem on the ship either due to siege weapon damage or any other reason: a spar breaks, a sail flies loose, a siege engine misfires etc...

With a successful DC 15 Dexterity check using Carpenter’s tools the problem can be jury-rigged sufficiently to remove any penalties or prevent further damage.

Repair Hull Damage: In one round, with a successful DC 15 Dexterity check using Carpenter’s tools the ship’s carpenter can repair 1 point of Hull damage, but in a given encounter, no more than half the ship’s Hull’s Hit Points can be repaired. Repairing damage can halt listing or sinking.

Repair Sail/Rigging Damage: In one round, with a successful DC 15 Dexterity check using Carpenter’s tools the ship’s carpenter can repair 1d4 points of Sail/Rigging damage that was the result of a siege weapon attack.

Repair Siege Engine: With a successful DC 15 Dexterity check using Carpenter’s tools the ship’s carpenter can repair a siege engine that was damaged as a result of a siege weapon attack. It takes a number of rounds to repair equal to the number of hit point damage it received.

Ship’s Surgeon (AKA the Ship’s Doctor, Barber or Chief Medical Officer)

This is the person responsible for the health of the people aboard the ship. He cares for the members of the ship, dealing with wounds from battle, disease and the other medical problems which plague the crew. The surgeon will take morning sick call at the mainmast, assisted by his mates, as well as tending to injured sailors during the day. During sea battles, the surgeon works in the cockpit, a space permanently partitioned off near a hatchway down which the wounded can be carried for treatment. The deck is strewn with sand prior to battle to prevent the surgeon from slipping in the blood that accumulates. He doesn’t have to have spell casting abilities, but a few healing spell would certainly be beneficial.

Playing the Ship’s Surgeon: You are responsible for tracking the crew’s current hit points.

Ship’s Surgeon’s Actions:

Healing the Wounded: With a successful DC 15 Wisdom (Medicine) check the ship’s surgeon can restore 1d6 Hit points of Crew damage, or stabilize one creature that is at 0 hit points.

Triage: Make a DC 10 Wisdom (Medicine) check to return 1 crew member to active duty.

Relieve From Duty: The Ship’s Surgeon has the power to relieve an officer or crewman of his or her duties (including one of superior rank) if, in the Ship’s Surgeon’s professional judgment, the individual is medically unfit, compromised by a mind effecting spell or otherwise exhibits behavior that indicates seriously impaired judgment. This must be done with utmost care or you could find yourself summerly accused and found guilty of mutiny - a crime punishable by at the ship’s Captain in any way he sees fit, up to and including death.

Quartermaster (AKA the Chief Steward)

The Quartermaster is in charge of overseeing ship preparations and announcing when the ship is ready to set sail. They also assign crew quarters. It helps for them to have skill with weather knowledge, so as to be able to tell if it is really wise to set sail or not. This position is normally only present on larger crews or trade ships.

Playing the Quartermaster: You are responsible for all treasure found or claimed by the ship. The Quartermaster identifies, evaluates, keeps safe and evenly divides all treasure. If there are magical items, or other useful items in his safekeeping that could be of help in the current battle, he shall notify the Captain and recommend possible uses.

Quartermaster’s Actions:

Provide Common Item: It is assumed that there are plenty of items that would normally be found on the deck of a ship (rope, barrels, belaying pins, etc.) but occasionally a necessary item that is not quite as common is destroyed, misplaced or falls overboard. Such Items would include a spyglass, an hourglass, some navigational tool, etc. The quartermaster may be able to find a spare that he has packed away for just such an emergency. He will be able to come up with the item on a successful DC 15 Intelligence (Investigation) check.

Provide Uncommon Item: Before the ship’s leaves port, the quartermaster stores away a small number of uncommon items. These are items that are not essential to the running of the ship, but may be occasionally useful. These might include such items as mirrors, games, hard candy, items of apparel, various types of tools, etc. If an officer requests a particular item, the quartermaster can find him one on a successful DC 20 Intelligence (Investigation) check. If he fails the check by 5 or less, he will find a different, but similar item.

Provide Rare Item: On a DC 25 Intelligence (Investigation) check, the quartermaster can come up with a very specific (non-magical) item request. For example, he may be asked to find a disguise kit with a particular high top hat and floppy boots, like the one that the enemy ship’s captain wears.

Shantyman (AKA the Ships Musician)

This person is leading the crew in songs, or cheering them on, and generally trying to raise their morale. Those who can play drums, bagpipes, trumpets, accordions, fiddles, and other instruments are so well liked that they escape torture if captured by pirates. With entertainment at a premium on most uneventful days at sea, they will be expected to play a jig to dance to, lead a shanty for work tempo, or provide dinner music. Musicians will usually play
prior to and during a battle, blaring out martial tunes, nautical favorites, or simple loud noise to inspire the crew.

**Playing the Shantyman:** Your Character is responsible for keeping up the crew’s spirits and providing them with inspiration with your music.

**Shantyman’s Actions:** The DC for each of these actions is calculated by subtracting the crew’s current loyalty rating from 20. See how to calculate loyalty rating below. For example, if the crew’s loyalty rating is 5 the DC for the check will be 15 (20-5).

**Boost Morale:** The Shantyman makes a Diplomacy or Perform check. A success raises the loyalty rating of the crew by 1 for the remainder of the encounter. Alternately the Shantyman can be used if the Shantyman offers bribes (which must be given in the event of victory).

**Mock Enemies:** the Shantyman can make an Intimidate of Perform check to lower the loyalty rating of an enemy crew by 1 for the remainder of the encounter. Alternately Diplomacy can be used in place of Intimidate. Alternately Mock Enemies can be used if the Shantyman offers bribes (which must be given in the event of victory).

**Sea Chanty:** The Shantyman can sing songs with a successful Diplomacy or Perform check, which aid timing and cooperation among the crew adding +2 to the Pilot’s sailing checks.

**Bloodthirsty Ballad:** the Shantyman can get the crew riled up for battle with a successful Perform check, providing a +1 bonus to their attack and defense stats.

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**Lookout**

The Lookout mans the crow’s nest and uses a telescope or binoculars to gaze out at the horizon, ever alert for approaching ships and land masses. With smaller crews this position can be leisurely filled by any member of the crew. But a crew member with the official Lookout position will probably practically live in the crow’s nest. He or she will likely heavily personalize the space due to spending so much time there, such as by adding a hammock or sleeping bag, or stocking it with books to read and snacks to eat.

**Blacksmith**

The Blacksmith repairs and maintains all of the weapons, armor, and equipment of the crew. They also make new weapons for the crew.

**Scholar (AKA the Archaeologist)**

The Scholar is the researcher and general knowledge expert of the crew. He or she will often provide the crew with information on locations and things they come across. It also helps for the scholar to have knowledge of languages, should the crew encounter people who speak a different language.

**Chronicler**

The Chronicler records the crew’s adventures in their log book. They normally don’t take part in the major activities and goings-on so as to properly chronicle the events. Chroniclers are usually historians who have noticed the various changes and epic events that tend to happen when the pirate crew gets involved, and thus have joined up with them so as to ‘experience history as it’s being made’ and record it accurately.

**Cook (AKA Sculer or Cookie)**

The Cook prepares the crew’s meals and makes sure the kitchen is stocked. The cook has to charge the steep-tub, and is answerable for the meat put in it. He has to see to the meat duly watered, and the provisions carefully and cleanly boiled and delivered to the men. In stormy weather he secures the steep-tub that it is not washed over-board. More often than not, a cook is a disabled sailor who is allowed to stay on ship if he can make food that doesn’t kill crewmembers.

**Cooper**

Most everything not in a crate or canvas bag is in a barrel. Using steel hoops and strong wood, the cooper will make containers to keep food free of pests, and water and spirits from leaking into the bilge. With a changing environment and the constant shifting of the cargo, the hoops and staves of the barrels require constant upkeep to remain intact and tight.

**Able Seamen (AKA Crewmen or Deck Hands, or Swabby)** Any sailor who mops the decks. Also used as slang for any low-ranking or unskilled crew member. All of a ship’s personnel except for the officers and the infantry. The able seamen are divided into sailors and rowers.

**Sailors:** The common sailor, which was the backbone to the ship, needs to know the rigging and the sails. As well as how to steer the ship and the basics of navigation. He needs to know how to read the skies, understand weather, winds and moods of his commanders.

**Rowers:** A strong back and willingness to undergo brutally hard labor for extended periods of time are the primary qualifications for rowers. But they must also be skilled at handling oars and to quickly and accurately perform the many subtle combinations of moves required not only to move forward as quickly as possible, but to slow or stop the ship, skim past obstacles or other ships, or keep the ship stable all while acting in rhythm with the other rowers.

**Infantry (AKA mannes, fighters, or soldiers)**

These may be the members of the crew that are not currently assigned to other duties. Any crewman or passenger who is active during a battle but not serving as an officer, sailor, or rower may be used as infantry. Infantry can serve as archers, artillerists, or Swordsmen.
Archers: Their main purpose is shooting their arrows at the crew on the enemy ship when they get within range.

Artillerist: These are the men that load, aim and fire the siege weapons.

Boarders: Warriors skilled at close quarter fighting. They are the first to board an enemy ship and fight with cutlass and dagger.

Unassigned or inactive personnel
These are members of the crew that are not currently involved in operating the ship or fighting. They will typically be below deck waiting for orders to some forward to replace any crew that have fallen. They can also be assigned to infantry duties.

Deck Monkey
The term 'deck monkey' refers to a young boy or girl (often no more than ten or 11 years old), that performs various menial and usually dangerous jobs on a ship. Deck monkeys are commonly street urchins pressed into service.

Ship’s Boy/Girl
Time aboard ship is measured by a sandglass. It is the responsibility of the ship’s boy to turn the glass every half-hour in order to measure the time until the watch changes. Since the sandglass is always running a little slow or fast, it is checked daily against the times of sunrise, sunset, or midnight. The ship’s boy will run messages and errands for the officers, prepare their uniforms, perhaps even fetches their dinner. Because he is an apprentice of sorts, he is also expected to learn all aspects of the maritime trade.

The cabin boy or girl works long hard hours. Even on pirate ships, the captain might employ a young energetic fellow as a ship’s boy.

Passengers
These could be anyone from rich merchants that have paid for passage in fine quarters to slaves that are chained and crammed into cargo bins. A passenger is usually expected to pay 5 sp per day for a hammock, but prices can vary from ship to ship. A small private cabin usually costs 2 gp per day.

Pets
Mammals often keep pets, so to speak. Cats are often kept on ships to hunt rats. And dogs are always faithful companions. And despite what some may think, pirate parrots weren’t just a myth. Historically, pirates really did keep parrots as pets. The talking birds kept pirates entertained during long voyages.

Captives AKA Prisoners
Not all ships had a brig, but if need be someone could just be restrained in many ways.

Crew Experience

<table>
<thead>
<tr>
<th>Dice Roll</th>
<th>Experience</th>
<th>Hit Points</th>
<th>AC</th>
<th>Bonus</th>
<th>Pay per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Landlubbers</td>
<td>9 (2d8)</td>
<td>10</td>
<td>+0</td>
<td>1 gp</td>
</tr>
<tr>
<td>4-5</td>
<td>Scurvy Rats</td>
<td>11 (2d8+2)</td>
<td>11</td>
<td>+1</td>
<td>2 gp</td>
</tr>
<tr>
<td>6-9</td>
<td>Mates</td>
<td>13 (2d8+4)</td>
<td>12</td>
<td>+2</td>
<td>3 gp</td>
</tr>
<tr>
<td>10-11</td>
<td>Manners</td>
<td>15 (2d8+6)</td>
<td>13</td>
<td>+3</td>
<td>4 gp</td>
</tr>
<tr>
<td>12</td>
<td>Old Salts</td>
<td>17 (2d8+8)</td>
<td>14</td>
<td>+4</td>
<td>5 gp</td>
</tr>
</tbody>
</table>

The bonus is referred to as the “crew experience bonus”. It is used instead of any ability, skill or proficiency bonus. Whenever the crew as a whole, or individually, needs to make any kind of ability check, including any save or attack roll, the indicated bonus is added to their d20 roll. All members of the crew and including all infantry are assumed to be proficient with any armor, weapon or tool that they use.

Landlubbers: These individuals have little or no previous sailing experience and no desire to perform well. Traveling with a crew of landlubbers is often very dangerous. A crew of slave rowers usually falls into this category.

Scurvy Rats: These are crewmen with some sailing experience - perhaps a couple of short voyages - and some desire to perform well. Cutthroats and other rogues often appear among sailors with this degree of experience. A crew of slave rowers might rise to this category if well trained, well cared for, and highly motivated.

Mates: Professional sailors (men and women who make their livelihood sailing the seas) fall into this category. Mates make up the majority of most sailors found in any given place. They are competent, dutiful, and fairly loyal (as long as the captain treats them right).

Manners: These are highly experienced sailors. Often these crewmen are somewhat older and have a few scars - physical or emotional - from their years of sea travel. They often have a few outrageous stories which they like to recount over a cool drink.

Old Salts: These weathered men and women represent some of the most skilled sailors in the world. Old salts have spent most of their lives at sea. They often prove tough, leathery, and argumentative - though never to their Captains or First Mates. Younger sailors often hang on every fantastic yarn these old-timers spin. Sometimes, they demand a small share [typically only one share] in any profit netted from a ship’s voyage in addition to wages.
Loyalty and Morale

Crew Loyalty Rating
The loyalty rating ranges from 0 to 10. The crew’s loyalty rating is used as a morale check modifier. It starts at their crew experience bonus as indicated on the Crew Experience table. You should track the crew’s current loyalty rating as it may change over time.

A crew’s loyalty rating is increased by 1 point after each successful voyage, battle, storm, monster encounter, or any other encounter or situation that stresses the crew or puts them in danger. After any of these that were unsuccessful, or that ended in the death or major damage to any of the crew, they must make a loyalty check. The loyalty rating can never drop below 0 or be raised above 10.

Loyalty check
The Boatswain makes a DC 15 Charisma (Persuasion) check modified by the crew’s experience bonus. Failure results in removing one point from the crew’s loyalty rating. Rolling a natural 1 removes 2 points from the loyalty rating. Success adds 1 and a natural 20 adds 2 points to the loyalty rating.

The DM may impose a one or two point bonus or penalty to the check depending on the situation.

Morale Check
A crew’s morale affects its performance throughout a naval battle. Crews with poor morale do not fight as effectively and, in extreme cases, may surrender despite contrary orders from their captain.

Morale checks need not occur after every round of combat. After all, every sailor expects a little bit of danger when plying his profession. However, certain events or encounters do test the mettle of even the most experienced sailor.

To make a morale check, a player rolls a d20 save for the crew, modified by the crew’s loyalty rating. The DC of the check is determined by the DM based on the situation. Some examples are listed below:

The DM may call for a morale check at other times of severe crew stress. He can use the above table as a guide for setting the DC for the check.

Effects of Failed morale Checks
Simply failing a morale check does not automatically send a crew into a panic, nor does it mean that the crew in question automatically surrenders. The reaction of crew members to a failed morale check depends entirely on the degree to which they failed the check.

If the number of points by which the crew failed its check is 2 or less, the crew’s experience bonus is reduced by 1 point. If the roll failed by 3-5, their bonus is reduced by 2 points. If the roll failed by 6-8, their bonus is reduced by 3 points. If the roll fails by 9 or more the crew surrenders.

<table>
<thead>
<tr>
<th>Situation</th>
<th>Difficulty Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>The ship suffers a critical hit.</td>
<td>DC 15</td>
</tr>
<tr>
<td>The enemy surprises the crew.</td>
<td>DC 10</td>
</tr>
<tr>
<td>The ship faces an obviously superior force.</td>
<td>DC 15</td>
</tr>
<tr>
<td>The ship loses 25% of hull points</td>
<td>DC 10</td>
</tr>
<tr>
<td>The ship loses 50% of hull points</td>
<td>DC 15</td>
</tr>
<tr>
<td>The ship loses 75% of hull points</td>
<td>DC 20</td>
</tr>
<tr>
<td>An ally or crewmen is slain by magic.</td>
<td>DC 10</td>
</tr>
<tr>
<td>25% of the crew is dead.</td>
<td>DC 15</td>
</tr>
<tr>
<td>50% of the crew is dead.</td>
<td>DC 20</td>
</tr>
<tr>
<td>All officers desert, are slain, or surrender.</td>
<td>DC 25</td>
</tr>
<tr>
<td>The crew fights a creature they cannot harm due to magical protection.</td>
<td>DC 15</td>
</tr>
<tr>
<td>The crew is asked to perform a heroic or dangerous task.</td>
<td>DC 15</td>
</tr>
<tr>
<td>The ship cannot escape the enemy or situation</td>
<td>DC 15</td>
</tr>
<tr>
<td>The ship’s captain is slain or deserts.</td>
<td>DC 20</td>
</tr>
</tbody>
</table>
**Falling Off the Ship**

Rough water adds 5 to all the following DCs except for saves made when more than 5 feet under the surface. Flotsam or other floating items grant advantage to saves to stay afloat.

**The Fall**

This can be hazardous to your health. If you fall overboard you will splash down 1d6+5 feet from your ship. If you are pushed overboard you will fall 2d6+5 feet from your ship. If you jump or dive into the water you can enter the water at any point up to the maximum distance you can jump (refer to the Jumping rules in the Player’s Handbook). If you fall or are pushed overboard, you must succeed on a DC 10 Dexterity (Acrobatics) check to enter the water without damage. Otherwise you receive 1d6 hit points damage from the fall.

**Swimming**

Each foot you swim cost you one extra foot of speed. If you are within 5 feet of a moving ship (or one that has been involved in a ramming or grappling maneuver), you must make as DC 10 Strength (Athletics) check. Failure means that you cannot move this round, you are using all of your strength to simply keep your head above the waves. Once you reach the ship, you must make as DC 15 Strength (Athletics) check to climb back onto the ship. Failure results in you falling back into the water.

**Underwater**

You can swim underwater as long as you can hold your breath (see “Drowning” below). Your underwater swimming speed is the same as your surface swimming speed. You can swim straight down at half that speed. You can swim straight down at 15 feet per round if holding the equivalent of medium armor, or 25 feet per round if holding the equivalent of heavy armor. If unencumbered, you can swim straight up at 20 feet per round.

**Armor**

In general, heavy armor is not terribly common on ships. The weight tends to be the most prohibitive factor - falling overboard in 65-pound full plate normally results in death. Occasionally, combat Infantry will don light or medium armor for a battle, but most of the time sailors go unarmored. A lucky few (usually the PCs and important NPCs) have magic items that improve their AC, but most sailors rely on their natural Dexterity.

**Light Armor**

Attempting to swim while wearing light armor requires that you make a DC 10 Strength (Athletics) saving throw each round. Failure means you have a speed of 0 as you go under water for that round and lose one carried item, shield or weapon (your choice as to what you drop). If you choose to remove your armor after entering the water, it will take one minute (10 rounds). A successful DC 15 Dexterity (Acrobatics) save will cut that time in half. During this time you cannot swim or take any other actions. You make a DC 10 Dexterity (Acrobatics) saving throw each round. Each round that you succeed you keep your head above water and counts as one round of the rounds required to remove your armor. Failure means that you went under water this round and made no headway in removing your armor. After 3 failures you receive one level of exhaustion.

**Medium Armor**

You can attempt to swim while wearing medium armor, but you must make DC 15 Strength (Athletics) saving throw each round. On a success, if you are on the surface at the beginning of the round, you stay on the surface. Each foot you swim cost you two extra feet of speed and you can take no other actions besides shouting and stowing a weapon. Failed save means you sink 10 feet and lose any still-carried shields or weapons. On the round following a failed save you are under water. After that, on a successful save you can swim toward the surface at a rate of 15 feet per round. On failure you sink another 10 feet. You can attempt to remove your armor, but you will be sinking at a rate of 10 feet per round during this time. It normally takes 5 minutes (50 rounds) to doff your armor, but a successful DC 15 Dexterity (Acrobatics) save will cut that time in half. Without your armor you can swim toward the surface at a rate of 20 feet per round.

**Heavy Armor**

You cannot swim while wearing heavy armor, giving you an effective speed of 0. Whenever you are in water, you lose any carried shields and weapons and begin to sink. You make a DC 25 Strength (Athletics) saving throw each round. Success keeps your head above water, or if you start the round under water you can swim 15 feet toward the surface. You can take no other actions. Failed save means you sink another 20 feet. You can attempt to remove your armor, but you will be sinking at a rate of 20 feet per round during this time. It normally takes 5 minutes (50 rounds) to doff your armor, but a successful DC 15 Dexterity (Acrobatics) save will cut that time in half. Without your armor you can swim toward the surface at a rate of 20 feet per round.
Drowning

After 1+(Con bonus) minutes of holding your breath underwater you fall unconscious, your hit points fall to 0, and you begin making your death saving throws as per the standard rules. However, if you become stable there is a problem. If you are still under water you can’t remain stable. So you must start making death saving throws again. This continues until you die unless you are saved in some way.

Magic

Creatures can attack ships with spells. Ships are objects, so spells that can only target creatures have no effect on ships. However, because a ship is actively crewed and piloted, it can make saving throws against spell effects. Ships are immune to most spells that require a Will save. A ship without a crew is considered an unattended object and cannot make saving throws.

The effects of most spells on ships can be determined normally. However, certain spells have different effects in naval combat. The effects of these spells are detailed on the following page. DMs can use these examples as guidelines for determining how other spells not listed here affect ships. For the most part, these effects only apply during ship-to-ship combat, not during normal combat aboard a ship, though some affects (such as starting fires), could still apply, at the GM’s discretion.

Animate Objects: You can’t use this to animate a ship that is over 15 feet long.

Blade Banner, Cloudkill, Fog Cloud, Stinking Cloud: The effects created by these spells do not move with a ship.

Call Lightning, Chain Lightning, Lightning Bolt, Lightning Arrow, Lightning Bolt, Scorching Ray, Storm of Vengeance: These spells do not start fires on a ship.

Control Water: A ship cannot leave the area affected by this spell and must take the “uncontrolled” action for the duration of the spell.

Control Winds: The area of winds created by this spell does not move with a ship.

Burning Hands, Delayed Blast Fireball, Fireball, Fire Bolt, Flame Blade, Flaming Sphere, Fire Shield, Meteor Swarm, Produce Flame: These spells can start fires on a ship.

Dimension Door, Teleport, Teleportation Circle: Because ships are constantly in motion, the caster of spells of the teleportation spell must have line of sight to teleport onto a ship. Otherwise, a caster must scry upon a particular ship first, then immediately teleport to the scryed destination. Any delay in casting means the ship has moved from its scryed location and the spell fails.

Disintegrate: This spell deals 2d6 points of damage per caster level (maximum 40d6) to a ship.

Earthquake: This spell has no effect in the deep waters of the ocean.

Fabricate: The materials created by this spell can be used to repair a ship.

Fire Storm, Flame Strike: These spells do not start fires on a ship unless the ship rolls a natural 1 on its saving throw against fire damage.

Forcecage, Otiluke’s Resilient Sphere, Wall of Force: The effects of these spells move with a ship if they are anchored to it. Otherwise, they do not move with a ship, and a ship running into them takes ramming damage.

Otiluke’s Freezing Sphere: This spell can be used to attempt to trap a ship in ice by targeting the water around the ship rather than the ship itself. The ship’s speed is reduced to 0 for the duration of the spell unless the pilot of the ship makes a DC 25 sailing check to break free of the ice.

Gaseous Form: A creature in gaseous form does not move with a ship.

Globe of Invulnerability, Leomund’s Tiny Hut, Wall of Ice: The effects created by these spells move with a ship.

Guards and Wards, Mordenkainen’s Private Sanctum: These spells can be cast on a ship.

Mordenkainen’s Magnificent Mansion, Rope Trick: The entrances to the extradimensional spaces created by these spells do not move with a ship.

Mirage Arcana: Ships are considered structures for the purposes of this spell.

Ice Storm, Sleet Storm: The sleet, snow, and ice created by these spells do not move with a ship, but the deck is considered icy. These spells also allow a ship to make an additional saving throw to extinguish fires.

Incendiary Cloud: The cloud created by this spell does not move with a ship, but the caster can concentrate to move the cloud along with a ship. This spell can start fires on a ship.

Passwall: If the spell is cast on a ship’s hull, the pilot must make a DC 20 sailing check or the ship will be listing for that round, but the ship is restored to its normal condition when the spell ends.

Prismatic Spray, Prismatic Wall: These spells do not start fires on a ship unless the ship passes through the spell effect and rolls a natural 1 on its saving throw against fire damage. A prismatic wall moves with a ship if it is anchored to the ship. Otherwise, it does not move with a ship.

Reverse Gravity: A ship must fit entirely within the spell’s area to be affected by this spell, though creatures and objects on a ship’s deck are affected normally. If an entire ship is affected and falls back down more than 50 feet, the
pilot must succeed at a DC 20 sailing check when the ship lands or its hull points are reduced to 0.

**Wall of Fire:** A wall of fire cast on the deck of a ship moves with the ship and can start on-board fires. Otherwise, the wall does not move with the ship, and does not start on-board fires.

**Wind Wall:** The effects of this spell move with a ship if it is anchored to the ship.

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**Nautical Glossary**

Aft: The rearward direction or portion of a ship.

Ballast: Weight carried in the bottom of a ship to improve stability.

Belay: (1) To secure or make fast (a rope, for example) by winding on a cleat or pin. (2) To stop, most often used as a command.

Belaying pin: A short wooden rod to which a ship’s rigging is secured. A common improvised weapon aboard a sailing ship, because they’re everywhere, they’re easily picked up, and they are the right size and weight to be used as clubs.

Bilge: (1) The lowest part inside the ship, within the hull itself which is the first place to show signs of leakage. The bilge is often dank and musty, and considered the most filthy, dead space of a ship. (2) Nonsense, or foolish talk.

Boom: A long spar extending from a mast to hold or extend the foot of a sail.

Bow: The front of a ship.

Bowsprit: A long pole projecting from the bow of a ship.

Capstan: A mechanical winch used for handling ropes.

Capstan: An apparatus used for hoisting weights, consisting of a vertical spool-shaped cylinder that is rotated manually or by machine and around which a cable is wound.

Come about: to bring the ship full way around in the wind. Used in general while sailing into the wind, but also used to indicate a swing back into the enemy in combat.

Cordage: The ropes in the rigging of a ship.

Crow’s nest: A small platform, sometimes enclosed, near the top of a mast, where a lookout could have a better view when watching for sails or for land.

**Davy Jones’ Locker:** A fictional place at the bottom of the ocean. In short, a term meaning death. Davy Jones was said to sink every ship he ever took, and thus, the watery grave that awaited all who were sunk by him was given his name. To die at sea is to go to Davy Jones’ Locker.

Draft: The minimum depth of water necessary to float a ship.

Fleet: An organized force of ships.

Fore: At, to, or toward the front end of the ship.

Forecastle: The section of the upper deck of a ship located at the bow forward of the foremast.

Freeboard: The height of a ship’s side above the water.

Furl: To roll up and secure

Gangplank: A board or ramp used as a removable footway between a ship and a pier.

Heave to: An interjection meaning to come to a halt.

Heel: The action of tilting over to one side.

Hull: The frame or body of a ship. It is the hollow, lowermost portion, floating partially submerged and supporting the remainder of the ship.

Jack: A flag, especially one flown at the bow of a ship to indicate her nationality.

Jib: A triangular sail stretching from the foretopmast head to the jib boom and in small craft to the bowsprit or the bow.

Jolly boat: A light boat carried at the stern of a larger sailing ship.

Jolly Roger: A pirate flag depicting a skull-and-crossbones. It was an invitation to surrender, with the implication that those who surrendered would be treated well. A red flag indicated “no quarter.”

Jury mast: A temporary or makeshift mast erected on a sea vessel after the mainmast has been destroyed. Often, in combat, the mast was the most damaged (providing the ship didn’t sink). Without the mast, a ship was powerless, so a term grew out of the need to make masts to power damaged ships.

Keel: The underside of a ship which becomes covered in barnacles after sailing the seas.

Keelhaul: To punish someone by dragging them under a ship, across the keel, until near-death or death. Both pirates and the Royal Navy were fond of this practice.

Knots: The measure of a ship’s speed in nautical miles per hour. One nautical mile is equal to 6,080 feet. A ship traveling at three knots is moving three nautical miles an hour.

Lanteen Sail: A triangular sail which hangs from a single yard.

League: A unit of distance equal to three miles.

Lee: The side away from the direction from which the wind blows.

List: To lean or cause to lean to the side.

Long boat: the largest boat carried by a ship which is used to move large loads such as anchors, chains, or ropes. Pirates use the boats to transport the bulk of heavier treasures.

Loot: Stolen goods; money.

Maroon: To abandon a person on a deserted coast or island with little in the way of supplies. It is a fairly common
punishment for violation of a pirate ship’s articles, or offending her crew because the victim's death cannot be directly connected to his former brethren.

**Mast:** A large vertical pole which supports the sail yard.

**Mast:** A pole that rises vertically from a ship and supports the sails.

**Mutiny:** To rise against authority, especially the captain of a ship.

**Piracy:** Robbery committed at sea.

**Pirate:** One who robs at sea or plunders the land from the sea without commission from a sovereign nation; the opposite of a privateer.

**Plunder:** To take booty; rob.

**Poop deck:** The highest deck at the stern of a large ship, usually above the captain’s quarters.

**Port:** The left side of the ship when you are facing toward her prow.

**Quarter:** derived from the idea of "shelter", quarter is given when mercy is offered by pirates. To give no quarter is to indicate that none will be spared. Quarter is often the prize given to an honorable loser in a pirate fight. If enraged, however, a pirate would deprive the loser any such luxury.

**Quarterdeck:** The after part of the upper deck of a ship.

**Rigging:** The apparatus through which the force of the wind is used to propel sailing ships forward. This includes masts, yards, sails, and cordage.

**Rigging:** The ropes which support and move the sails.

**Rudder:** The steering mechanism for ships.

**Running:** Sailing with the wind.

**Sail:** A sail is a surface, typically made of fabric and supported by a mast, whose purpose is to propel a sailing vessel.

**Spyglass:** A telescope.

**Square Sail:** A rectangular sail hung from a single yard.

**Starboard:** The right side of the ship when you are facing toward her prow.

**Stern:** The rear part of a ship.

**Sweeps:** Large oars requiring two or more men to operate.

**Tacking:** Changing a ship’s course by angling into the wind.

**Yard:** The horizontal pole on which the sail is hung.

**Yardarm:** The main arm across the mast which holds up the sail. The yardarm is a vulnerable target in combat, and is also a favorite place from which to hang prisoners or enemies. Black Bart hung his governor of Martinique from his yardarm.
Cargo Ship

Scale
1 square equals five feet
Cog

Scale
1 square equals five feet
Dromond

Scale
1 square equals five feet
LONGSHIP

Scale
1 square equals five feet
PENTECOSTER

Scale
1 square equals five feet
Sohar

Scale
1 square equals five feet
TRIREME

Scale
1 square equals five feet