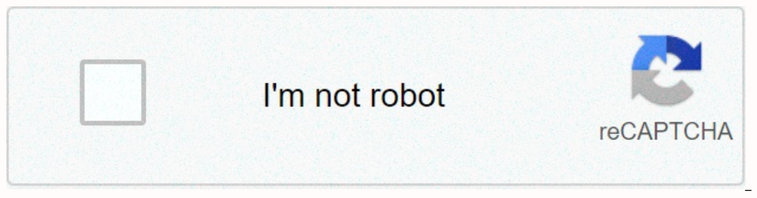

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Dnd 5e boat speed

Skip TO THE content TIME * One lap is about 6 seconds. * One minute equals 10 rounds. * A short break is equivalent to 1 hour. * A long break is 8 hours. TRAVEL PACE (8 hours over long distances) * Fast speed: 400 feet per minute, 4 miles per hour, 30 miles per day; -5 penalty on passive wisdom (perception) points. * Normal speed: 300 feet per minute, 3 miles per hour, 24 miles per day. * Slow pace: 200 feet per minute, 2 miles per hour, 18 miles per day; able to use stealth. * Difficult Terrain: Reduce the listed distances in dense forests, deep swamps, debris-filled ruins, steep mountains, ice-covered ground, etc. * Forced March: Constitutional Savings throw DC 10 + 1 per hour after 8 hours to avoid reaching the level of exhaustion. * Mounted gallop: Double the travel distance for one hour or more if fresh mounts are available every 10 miles. Waterborne Vehicles (can drive 24 hours a day)... * Galley: 4 miles per hour, 96 miles per day * Keelboat: 1 miles per hour, 24 miles per day * Longship: 3 miles per hour, 72 miles per day * Rowing boat: 1.5 miles per hour, 36 miles per day * Sailing ship: 2 miles per hour, 48 miles per day * Warship: 2.5 miles per hour, 60 miles per day House rules on land travel * gallop: 800 ft. per minute, 8 miles per hour (max. 1 hour) * Fast: 400 ft. per hour, 4 miles per hour, 30 miles per day * Normal: 300 ft. per minute, 3 miles per hour, 24 miles per day * Slow: 200 ft. per hour, 2 miles per hour, 18 miles per day BY LAND * Adventurer on... Foot... 3 miles per hour * Pony, mule ... 4 miles per hour * Elephant, mammoth ... 4 miles per hour * Warhorse (heavy horse) ... 5 miles per hour * Riding horse (light horse) ... 6 miles per hour * Modern tank (M1 Abrams) ... 45 miles per hour * Modern automobile (varies) ... 55 miles per hour FROM SEA * Keelboat (river boat/yacht) ... 1 miles per hour * rowing boat ... 1.5 miles per hour * Sailing ship... 2 miles per hour * Warship ... 3.5 miles per hour * Longship ... 3 miles per hour * Galley ... 4 miles per hour FROM AIR * Brisk of flying... 5 miles per hour (less than 200 lbs.), 3 miles per hour (200 to 400 lbs.) * Carpet of flying (6 ft. x 9 ft.) ... 3 miles per hour (up to 800 lbs.), 1 miles per hour (more than 800 lbs.) * Carpet of flying (5 ft. x 7 ft.) ... 4 miles per hour (up to 600 lbs.), 2 miles per hour (more than 600 lbs.) * Carpet of flying (4 ft. x 6 ft.) ... 6 miles per hour (up to 400 lbs.), 3 miles per hour (more than 400 lbs.) * Giant Bat (small driver only) ... 6 miles per hour * Giant vulture ... 6 miles per hour * Hippo handle ... 6 miles per hour * of flying (3 ft. x 5 ft.) ... 8 miles per hour (up to 200 lbs.), 4 miles per hour (more than 200 lbs.) * Dragon (adult or older) ... 8 miles per hour * Giant eagle ... 8 miles per hour * Griffon ... 8 miles per hour * Wyvern ... 8 miles per hour * Nightmare ... 9 miles per hour * Pegasus ... 9 miles per hour * Roc ... Miles per hour * Modern Helicopter (Bell Jet Ranger) ... 100 miles per hour * Modern propeller aircraft (Cessna 172) ... 150 miles per hour * Modern Airliner (Boeing 747) ... 560 miles per hour PACE OPTIONS (for humans and creatures, non-magical items or ships) * Fastest possible: Increase the speed by 100% (double) for an hour, then you need to rest. * Faster than Normal: Increase the speed by 50%, but suffer -5 penalty on passive wisdom (perception) points. * Slower than normal: Reduce the speed by 33%, but be able to use stealth during the trip. FORCED MARCH Pace assumes that creatures travel under their own power for up to 8 hours a day. For each additional hour of travel over 8 hours, make a constitution save throw at the end of the hour. The DC is 10 +1 for each hour after 8 hours (DC 11 after 9th hour, DC 12 after 10th hour, and so on). In a failed rescue throw, the creature suffers a level of exhaustion. This rule applies only to creatures; Ships can travel continuously 24 hours a day. Magical items can work for 24 hours or not, depending on the concentration required to control the item. A good mount can help you move faster through the wilderness, but its main purpose is to carry the equipment that would otherwise slow you down. The Mounts and Other Animals table shows the speed and basic speed and base of each animal, Capacity.An towing a car, cart, sledge or carriage can move the weight up to five times its basic carrying capacity, including the weight of the vehicle. If several animals pull the same vehicle, they can combine their load-bearing capacity. Other than those listed here are available in fantasy gaming worlds, but they are rare and not usually available for purchase. These include flying mountains (Pegasi, griffins, hippos and similar animals) and even water mountains (giant seahorses, for example). Acquiring such a mount often means securing an egg and lifting the creature itself, taking a bargain with a powerful unit, or negotiating with the mount itself. Barding: Barding is an armor that protects an animal's head, neck, chest and body. Any type of armor shown on the armor table can be purchased as a barding. The cost is four times as high as the equivalent armor for humanoids, and they weigh twice as much. Saddles: A military saddle supports the rider and helps you keep your place on an active mount in battle. It gives you advantage in every test you make to stay mounted. For riding on Water or air riding hut an exotic saddle is required. Vehicle Competence: If you have knowledge of a particular type of vehicle (land or water), you can add your competency bonus to any control you make to control this type of vehicle in difficult circumstances. Rowing ships: Keel boats and rowing boats are used on lakes and rivers. If you are driving downstream, add the speed of the current (usually 3 miles per hour) to the speed of the vehicle. These cannot be rowed against a significant current, but they can be pulled upstream by towing animals on the shores. A rowing boat weighs 100 pounds if adventurers carry it over land. Tack, Harness, and towed vehicles item cost weight barding ×4 ×2 bit and bridle 2 gp 1 lb. Carriage 100 gp 600 lb. Cart 15 gp 200 lb. Carriage 250 gp 100 lb. Animal feed (per day) 5 cp 10 lb. Saddle, Exotic 60 gp 40 lb. Saddle, military 20 gp 30 lb. Saddle, pack 5 gp 15 lb. Saddle, riding 10 gp 25 lb. Saddlebags 4 gp 8 lb. Sled 20 gp 300 lb. Staff (per day) 5 sp — trolley 35 gp 400 lb. In addition to talking to your DM your idea is viable. What you and the DM need to find out is How strong is a gust of wind? Conservative estimate From the magic descriptions is a good estimate that it blows at least ten mph (although I prefer the nautical knots, the book uses 10 mph, which is a bit less). How did I get there? So much wind, at least 10 mph, will dissipate a cloud of fog. (PHB, p. 243 Magic Description). Fog is similar enough to dissipating gas or steam, which is what the wind gust magic description says. (PHB. p. 249). Generous estimate The wind gust could be something of a strong breeze, Beaufort scale 25-30 mph, but the book does not say that it uses this scale. - Idea from nitsua60 comment on this answer - See if your DM will buy this. Since the magic description indicates that it pushes people back or makes it difficult to walk in the wind, this larger number is a valid argument. What does this do with your boat? If you get at least one 10 MPH tailwind boost that your opponent doesn't have, and a strong wind doesn't already blow, you'll get just under a quarter of an hour advantage on it (13 minutes per your magic budget), so we'll find out now: How far is that? It depends. How fast can your boat go? Depending on how granular you DM is with sailboats and how they work, the hull length is the main factor for the maximum possible speed, so that you do not get a 10 MPH boost compared to your tracking boat, but a fraction of it: 1/4 to 2/3. A conservative and playable estimate would give you a half mile to a mile advantage if you were chased by a boat without your advantage. However, if a strong wind is already blowing (more than 25 knots), you can both be at your maximum speed, and the extra wind can only make it difficult to handle your boat. If you are both more or less sticking in the wind, at an angle, your tailwind may allow you to increase your speed, depending on how you steer it ... How many sails does your boat have, and what is its rigging? Present both on the DM, be happy with Conservative estimate you With more wind than your chase, so getting a head start on your chaser should make an easy case with your DM. A bigger lead could be a harder sell, depending on how strict your DM is about ships and their speeds in the real world The other potential inefficiency is that the sail range may require a trigger compared to the spell area. Per spell description, the gust is 60 feet long and ten feet wide ... this shape can hit 100% of the sail surface or not. Nautical campaigns have a different rollicking feel for them, and a ship can be as much character as the villains who mannitit it, and once the PCs get their own ship, it will probably see as much action as the PCs themselves. Whether the PCs are fighting rival pirates in hand-to-hand combat on the deck of a sailing machine, attacking a merchant with a handle full of riches to plunder with their own pirate ship, or sending an entire fleet of ships against an enemy armada, naval combat plays an important role in a nautical campaign, and this chapter offers a wealth of rules for nautical battles of all kinds. : Ship combat (normal combat on board a ship), ship-to-ship combat (battle between two or more individual ships) and naval combat (battle between two or more fleets with several ships each). The rules for these three types of naval combat are described in detail in the following sections. The battle on board ships is like any other battle between the PCs and their opponents, unless the encounter takes place on board a ship in a dungeon or on a forest path. For the most part, the fight on board can be solved normally. The only restrictions are the size of the ship (and thus the size of the battlefield), the risk of falling overboard into the water, and the impact of the weather on the ship. If the fight takes place during a storm or in rough seas, treat the deck of the ship as difficult terrain. Characters who climb into rigging or dive into the sea to swim from one ship to another or climb out of the water, up an anchor chain or hull of a ship, must succeed in TheStrength (Athletics) as they move across a crowded deck, jump over open hatches or from mast to deck, or negotiate pitching boards with spray , must be successful in skill tests (acrobatics). The D.C. of these controls depends on how severe the wave and weather conditions are and how big the challenge is that the environment should be. Experienced sailors and water races can have an advantage in such controls, while creatures that are ready for dener to fight, such as horses or large creatures, can have a downside. The following sample DCs and modifiers can be used to assess movement on board a ship. Table 4-01: Typical Shipboard Dexterity DC Task 5 Move at normal speed on a cluttered Deck 10 Stand or Move, Heeling Deck (a slanted or oblique deck, as with high winds or sharp turns) 10 Swing on The Ship Rigging to another place on the same ship. 13 Swing on The Ship Rigging on another ship to land rammed or rammed by your ship. 15 Standing or moving, moving, Deck (violently swings back and forth, like in a severe storm) 18 swing on ship rigging to a nearby ship that has not been hit or rammed. 20 Stand or move along a yardarm or rope. Strength (Athletics) DC Task 5 Climbing Anchor Chain 5 Climbing Ship Rigging 10 Climbing Ship Mast 15 Climbing on Horizontal Holm or YardArm 20 Climbing Hull Modifier s Modifier Situation +2 Wet Surface +2 High Winds +2 Rolls Deck +5 Rolls Deck +5 Icy Surface or Wave Wave (1 Foot Deep or Less) -2 Use one hand to support yourself -5 Use both hands To support yourself -10 Use both hands and a rope (does not apply to climbing the rigging) If a combatant falls overboard, use the standard rules for aquatic terrain and water hazards due to swimming and possibly drowning. In other ways, the fight on board works no differently than fighting on land. Shipboard vs. Ship-to-Ship Combat A typical nautical campaign assumes that PCs are more interested in capturing enemy ships than sinking them. Because when they sink a ship, they cannot plunder its cargo, blackmail its crew and passengers, and sell (or use) the ship itself. So as soon as a ship has boarded, the battle between the ship ends and the battle on board begins on the ship that was first taken on board. Ship combat is usually a battle between the primaries of the two ships – usually this means that the PCs fight the enemy ship's captain and all other major NPCs on the enemy ship in normal combat. Meanwhile, the crews of the two ships are expected to fight each other in the background. Whoever wins the primary battle (either the PCs or the enemy NPCs) wins the entire battle. In other words, a ship's crew triumphs over an enemy crew when its captain defeats the enemy captain. While a ship's crew is likely to suffer losses in a battle, it is assumed that enough members of the defeated crew join the winning crew to replenish losses. This prevents PCs from having to play battles between a large number of low-level enemies and not having to track exactly how many victims their crew suffers in each battle. The PCs earn normal XP for the opponents they defeat in ship combat. In most cases, a battle from ship to ship serves only as a prelude to the main battle. However, if the PCs decided to fight a whole ship-to-ship battle and sink or destroy a ship without ever fighting the ship's captain and the ship's main NPCs, they should receive XP at the Captain's Challenge level, as the captain is the only ship to control the enemy ship in ship-to-ship combat). Ship-to-ship combat When ships themselves become part of a battle, battle becomes unusual. The following rules are not intended to accurately simulate all the complexities of naval combat, but to provide you with a quick and simple set of rules to solve such situations when they are inevitably in a nautical nautical whether it is a battle between two ships or between a ship and a sea monster. These rules are an attempt to strike a balance between verisimilitude and lightness and speed during combat and can be applied to a ship of any size, from a simple dinghy to a multi-deck man-o' war. These rules focus only on controlling and fighting with a ship on the water. New Tool: The ship's helmet characters can be familiar with the ship's rudder, as well as the craftsman's tools to add their skill bonuses to steer a ship over the wheel. Simple ship combat Decide what type of ships are involved in the battle (see Table 4-02: Simple Ship Statistics). Use a large, empty combat mat to represent the waters where the battle takes place. A single square is 30 feet apart. Represent each ship by placing markers that accommodate the appropriate number of squares (miniature toy ships make great markers and should be available in most hobby stores). Battle start: When the battle begins, allow pCs (and key NPC allies) to roll the initiative as usual – the ship itself moves and attacks the captain's launch result. If one of the ships in battle relies on sails to move, randomly determine the direction in which the wind is blowing by rolling 1d8, each value being a cardinal or intercardinal direction (N, E, S, W, NE, NW, SE, SW). Movement: On the initiative of the captain, the ship can move its current speed in a single lap, as a move for the captain (or dash to move on) as long as it has its minimum crew supplement. The ship can increase or decrease its speed by 30 feet per lap, up to its maximum speed. Alternatively, the captain can change the direction (up to one side of a square at a time) as an action. A ship can change direction only at the beginning of a curve. Attacks: Crew members who exceed the ship's minimum crew requirement can be assigned to the siege machines. Siege machines access the captain's initiative. A ship can also try to ram a target if it has its minimum crew. To ram a target, the ship must move at least 30 feet and end with its bow in a square next to the target. The ship's master then performs an attack role – if this test matches or exceeds the TARGET's AC, the ship applies its target and deals damage to the target, as shown in the table statistics given, as well as minimal damage to the ramming ship. A ship equipped with an actual ram siege engine deals an additional 3d6 damage to the target (the ram ship does not take any additional damage). Sink A ship gets the sinking state when its hit points are reduced to 0 or less. A sinking ship cannot move or attack, and it sinks completely 10 rounds after reaching the sinking state. Each hit on a sinking ship that does damage reduces the remaining time until it is by 1 round per 25 damage dealt. A factory book spell can repair a sinking ship and repair a series of hit points that match 4d12+ your spell mode. If the ship's hit points are raised above 0 by this repair, the ship loses its sinking state. In general, non-magic repairs take too long to save a ship from sinking as soon as it begins to sink. Ship statistics A variety of boats and ships are found in the real world, from small rafts and longboats to intimidating galleys and fast galleys. In order to illustrate the numerous differences between shape and size between water-travelling vessels, Table 2 describes several standard ship sizes and their respective statistics. Just as the cultures of the real world have created and adapted hundreds of different types of seagoing ships, races in fantasy worlds could create their own strange ships. GMs can use or modify the following statistics to meet the needs of their creations and describe such transports as they please. All ships have the following characteristics. Ship type: This is a general category that lists the base type of the ship. AC: The base armor class of the ship. To calculate the actual AC of a ship, add the master's wisdom modifier to the ship's base. HP: The ship's total hit points. In addition, all ships have a damage threshold based on their building material (damage threshold 5 for most wooden ships). At 0 or fewer hit points, a ship gets the sinking state as described above. Save Base: The ship's base memory modifier. All savings throws of a ship have the same value. To determine a ship's actual memory throw modifiers, add the Master's Wisdom modifier to this base value. Maximum Speed: The maximum tactical speed of the ship in combat. An asterisk indicates that the ship has sails and can move at twice the speed if it moves in the same direction as the wind. A ship that only sails can only move if there is some wind. Weapons: The number of siege weapons such as catapults or ballistae that can be mounted on the ship. A ram uses one of these slits, and only one ram may be attached to a ship. Ram: The amount of damage the ship deals to a successful ramming attack (without a ram siege engine). Squares: The number of squares the ship occupies on the combat mat. The width of a ship is always considered a square. Crew: The first number lists the minimum crew that normal, with the exception of those necessary for the use of the marine weapons. The second value lists the maximum crew of the ship as well as additional soldiers or passengers. A ship without minimal crew supplementcantness can only move, change speed, change direction or ram when its captain checks a DC 12 charisma (Persuasion or Intimidation). Crews exceeding the minimum have no effect on movement, but they can replace fallen crew members or additional weapons. Advanced Extended Battle When ships themselves become part of a battle, battle becomes unusual. The following rules are not intended to accurately simulate all the complexities of ship-to-ship combat; rather, they are an attempt to strike a balance between verisimilitude and lightness and speed of play during combat and can be applied to a ship of any size, from a simple dinghy to a multi-deck man-o' war. It is important to note that while ships can be attacked in combat, it is difficult to cause significant damage to such large vehicles. In addition, a captive ship is usually worth more than a price to be towed or sailed home than sunk to the bottom of the sea. As a result, most of the ship-to-ship battle ends when the crew of one ship goes on board another to fight the enemy crew in hand-to-hand combat (see Boarding and Grappling). Table 4-02: Easy Ship Statistics Ship Type AC HP Base Save Maximum Speed Arms Ram Squares Crew Keelboat 12 60 +4 30 Feet* 1 2d6+6 2 4/15+100 Longship 14 75 +5 60 Feet* 1 4d6+18 3 50/75+100 Sailing Ship 15 125 +660 Feet* (Sailing Only) 2 3d6+12 3 20/50+120 Warship 18 175 +7 60 feet* 3 3d6+12 4 60/80+160 Galley 16 200 +8 90 feet* 4 6d6+24 4 200/250+200 Ship bases The following overview provides more extensive rules for the battle between ships. All ships use these rules for movement and combat. Pilots A ship needs two things to keep it moving: a pilot and a propulsion system. A pilot is a creature with an intelligence score of 3 or higher that is physically capable of using the ship's control unit. The captain of a ship is often (but not always) the pilot. The pilot uses the control unit and its wisdom to steer the ship. Without a pilot, a ship will not move or move in a straight line, depending on how the ship stands when it becomes pilotless. Crews Most ships require a crew. A ship without full crew, but with at least half of its crew gains disadvantage in all sail controls. A ship needs at least half of its crew addition to be controlled at all. If more than half of the ship's crew is killed, restrained, incapacitated, stunned or rendered unconscious, the ship can only take uncontrolled action. Crew members cannot do anything while the ship is sailing, except to support the movement of that ship. Each crew required to operate siege shoots is required in addition to the crew needed to operate the ship. Size and spaceships have sizes Spaces that are different from creature sizes and spaces. To play ship-to-ship battles on a flip-mat or combat mat, a single square on the map is 30 feet away instead of 5 feet. Most ships are long and thin; Instead of taking a space of the same number of squares per side as creatures do, the width of a ship is always considered a square. Disguise and motion ships do not move like creatures, even when they use creatures for propulsion. They tend to towards their forward-facing and to do so quickly. Unlike creatures, ships have a forward-facing one. Normally, one of the shorter sides of a ship serves as a forward-facing ship. The cladding represents the effect of inertia on vehicles. Ships move best as they move toward their forward-facing movement, and it takes time and skill to move them in other directions. When ships are controlled correctly, they can move straight ahead, diagonally, or with a mixture of both within the same movement. Experienced pilots can make a ship with ease in the forward direction. Motion ships have a maximum speed and an acceleration list. The maximum speed is the fastest speed the ship can drive per lap (although a wind-driven ship sailing toward the wind can double that speed). As a rule, a ship cannot take off at its maximum speed. In each lap, the pilot can attempt to accelerate the ship or slow it down by a speed equivalent to its acceleration (see movement in ships in combat). The speed at which a ship is currently moving is called its current speed. Edge of the map If you play the battle from ship to ship on a flip mat or combat mat, the edge of the map forms an artificial boundary – there is no edge of the map on the open sea. So, if a ship is away from the edge of the map, you should expand the map with a new empty flip-mat or combat mat, or reposition the ships to give them room for manoeuvre. Waterborne Movement Travel over long distances over seas or oceans uses water movement, measured in miles per hour or day. For muscle-powered ships, a day means 10 hours of rowing. For a wind-powered sailing ship, it is 24 hours. For water speeds for the most common types of ships, see Ship and Ship Adaptation. Sail Check To control a ship in combat, a pilot must perform a sail test to determine the maneuverability and speed of the ship circumnaving. The propulsion of the ship determines which skill is used for the sail check (see propulsion and sailing skills). If a ship uses two propulsion means at the same time, e.B. wind and muscle, the pilot selects which skill to use and takes a penalty of -2 in all sailing tests. Outside of combat, the base is DC for all sailing tests DC 5. In combat, the base is DC for all sailing tests DC 15. A ship without a full crew, but with at least half of its crew, will receive Help Just like other abilities, a character can take an action to use the Help action. This is an additional pair of eyes that observes the enemy, gives commands to the crew, or just gives helpful advice. Only one character can use the help action to help a pilot with a single sail check. Control of a ship outside combat As piloting a ship is easy to achieve outside of combat and often has no serious impact, sailing controls are not usually required. Almost everyone can do it with relative ease; the DCs are only given to assess special situations that may occur in your game. Control units Each vehicle has a steering control device. A control unit is usually an object with object immunity and resistors and with its own statistics. Below are some of the typical control units for ships as well as their usual armor class, hit points and hardness. If a control unit is reduced to half the horsepower, all sailing tests are penalised. If a control unit is destroyed, a ship cannot be controlled until the ecu is repaired. Drive and sail skills Each vehicle has a propulsion means. Boats and ships are powered by currents, muscles, wind or all three forces. The propulsion method usually influences the speed and manoeuvrability of a ship, but above all determines the skill required to steer the ship. Controlling a ship requires common sense, awareness, intuition and often a certain skill in the ship's propulsion equipment. Wind or electric drives are about moving the ship with electricity and tools such as sailing, rowing or a rudder. Muscle drive is about leading creatures to move the ship. Below are the general methods of ship propulsion, along with the capabilities usually required to steer ships powered by the specified means. Current All boats and ships can use water currents for propulsion, but ships that rely only on currents for propulsion are somewhat limited. These vehicles can only move in the direction and at the speed of a current, unless they also use other propulsion or tampering agents and therefore often have an additional propulsion form, such as .B muscle mass in a rowing boat or wind in a sailing ship. A ship powered by power requires a wisdom check that adds its skill bonus when it is at the ship's helm. The maximum speed of a power-driven ship depends on the speed of the current (often up to 120 feet). The acceleration of a power-driven ship is 30 feet. Muscle-powered ships use rudders and rowers to push the ship forward. Sailing skills for muscle-powered ships are usually persuasion, intimidation or animal handling, depending on the intelligence and posture of the creatures that provide the muscle for propulsion. For intelligent creatures, use conviction when the creatures that have the drive have an attitude of indifferent, or friendly. When the creatures that provide the drive, diplomacy sailing checks are made with advantage. An average crew is considered indifferent, although a particularly loyal crew could be considered friendly. Intimidation is used for intelligent creatures with an attitude of hostile, like captured rowers on a slave galley. Animal Handling is used when the creatures that are the are not intelligent. The maximum speed and acceleration of a muscle-driven ship depends on the number of creatures that deliver the propulsion, but most muscle-driven ships have a maximum speed of 30 feet and an acceleration of 30 feet. Larger muscle ships with many rowers have a maximum speed of 60 feet and an acceleration of 30 feet. Rowing All muscle-driven ships require the use of rowing. Rudders have their own statistics. Wind-driven ships use sails to use the power of the wind for propulsion. A wind-powered ship requires a wisdom check for the sailing test, to which the ship's control skills are applied. Table 4-03: Control unitsControl AC Hit Points Threshold Oars* 12 10 per rudder 5 Steering wheel 10 25 5 Tiller 10 25 5 Magically treated* — ×2 ×2 * Rudders are treated as half horsepower when at least half of the rudder on a ship is destroyed. ** For more information on magically treated ECUs, see ship modifications. Small wind-powered ships can move at a maximum speed of 30 feet. Larger ships, which are also muscle-driven, often have a maximum speed of 60 feet if they only use wind power. Large ships with multiple masts and many sails can have maximum speeds of up to 90 feet. The acceleration of a wind-driven ship is 30 feet. All wind-driven ships can move in the wind direction twice as fast as the normal top speed. A ship using wind power cannot move from the wind in the opposite direction. Sailand rigging All wind-driven ships require the use of sailing and rigging. To move at full speed, a ship requires 10 5-foot squares per mast per square of the ship. For example, a 3-square ship with three masts requires 90 squares sails. Sails have their own stats. Mixed propulsion devices Some ships use multiple propulsion forms. Several drive methods provide flexibility and can together lead to faster movement. When a ship has two propulsion means, such as wind and muscle, it usually combines its two top speeds to determine its maximum speed. The acceleration remains the same. Nothing is added for a third drive shape, except the flexibility to have a back-up shape of the drive. A ship with multiple propulsion methods often requires a large crew to get it moving and keep it moving. Evasion and Tracking On the wide, open sea, a ship can recognize another from miles away it, making it virtually impossible to see another ship Surprise. When both ships want to intervene in the battle, the ships join each other and usually begin ship-to-ship combat. However, if a ship wants to avoid the fight, a chase occurs. At GM's discretion, a faster ship can always catch a slower ship, but even slow ships can use favorable winds, currents, or coastal terrain to facilitate their escape. When two ships meet for the first time, they meet, of the two vessels must carry out three opposite sail controls. Which pilot wins at least two out of three of the opposing tests is victorious. If the chasing ship wins, it catches up with the fleeing ship and the ship-to-ship battle begins. If the fleeing ship wins, it escapes. If the result is a draw, the pilots should start a new set of three opposing controls. Propulsion means The following are some of the different propulsion means for ships, plus their base armor class, hit points and hardness. To calculate the actual ac of a ship's propulsion, add the Current Pilot Sailing Capability Modifier to the Base AC. When a propulsion agent receives the broken state, the maximum speed of the ship is halved and the ship can no longer gain the upper hand until the propulsion is repaired or replaced. When the ship is moving and moving faster than its new top speed, it will automatically slow down to its new top speed. Rudders often row weaker than the vessels that drive them, and are difficult to replace. Destroying the rudders of a ship is a good way to catch a ship. When a ship's rudders reach half the horsepower, the maximum speed of the ship is halved when using muscle propulsion. When all the rudders of a ship are destroyed, the ship can no longer use muscle propulsion and only has to rely on power and/or wind power. Sails and rigging sails (including the rigging that controls them) are often weaker than the ships that power them, although they are relatively easy to repair. Destroying the sails of a ship is a good way to catch a ship. Sails suffer twice the normal damage from acid and fire attacks (multiply the damage by 2). If all sails of a ship are destroyed, the ship can no longer use wind power and only has to rely on power or muscle propulsion. Once drawn in ship-to-ship combat, a ship can withdraw from combat by simply moving away from the edge of the combat mat and immediately ending the battle from ship to ship. At GM's discretion, the ship has either fully escaped or the two ships may return to the above-mentioned circumvention and tracking rules. Ships in combat The following are the rules of how ships act in the combat round. Once at least two ships are ready to fight, you can use a large map grid, whether printed paper or a dry or wet-extinguishing combat mat, each square equals 30 feet away (see size and space). Determine which ship the attacker and which of the defenders As pirates, the PCs will usually be the attacking ship, and their opponent will usually be the defending ship (although the tables could be turned in certain encounters). Display each ship using markers that accommodate the appropriate number of squares, or use the counters provided at the end of this book. To determine the position of the ships on the combat mat, roll 1d4 to determine the direction of the ships (the direction in which they are directed). Since then Ships come from a chase, they are both believed to have the same direction. A role of 1 is north, 2 is east, 3 is south and 4 is west. Place the defending ship as close as possible to the center of the map on the correct heading. Next, you roll 1d8 to determine the bearings of the attacking ship (its position relative to the other ship). Follow the missed spray weapon guidelines, with a roll of 1 pointing north, and count clockwise squares for a roll from 2 to 8 to determine the bearing. In some cases, the attacking ship will be ahead of the defending ship – simply meaning that the attacking ship overcame its quarry as the chase ended. Finally, roll 1d4+2 to determine the number of squares on the battle mat between the two ships. Place the attacking ship on the map at the appropriate storage and distance from the enemy ship. If nothing else is described in an encounter, assume that each ship will enter the fray at a speed of 30 feet. All siege machines transported on a ship will also be loaded at the beginning of the battle. Wind If one of the ships in battle relies on sail and wind to move, randomly determine the direction in which the wind is blowing by rolling 1d4 and using the same guidelines for determining the direction. Initiative When the fight begins, the pilot of a ship should roll the initiative as usual – the ship moves at the beginning of the round of its pilot. If a ship doesn't have a pilot, it moves at the turn of the last creature that was its pilot, or at a turn determined by GM. If they want to take action in combat, the PCs (and important NPCs involved in the fight) should also take their initiative at this time. Table 4-04: Drive Drive Base AC Hit Points Hardness Rudder 12 10 per Rudder 5 Sail6 4 per 5 ft. Square 0 Magically treated* — ×2 ×2 * For more information on magically treated propulsion devices, see the Ship Modifications section. Such chases can take days as one ship struggles to outmaneuver the other. At GM's discretion, roll 1d4 to determine the number of days a chase takes. The upper hand At the beginning of each lap, each pilot makes an opposite sail check to determine who has the upper hand in this round. This represents the whims of luck, skill and the environment, whether they catch a favorable wind gust, take advantage of a fast current, slide down the back of a large wave, or the wind of an enemy ship with the disturb the air of your own ship. The pilot who succeeds in the control gains the upper hand and can immediately position his ship by one square in each direction as a free action. For every 5 where the successful pilot's check exceeds the test of the enemy pilot, the pilot with the upper hand can reposition his ship by an additional square. In a draw, none of the pilots gains the upper hand. Alternatively, the pilot who gains the upper hand that of their ship by 90 degrees. For every 5 where the test of the successful pilot exceeds the test of the enemy pilot, the pilot can change the direction of his ship by a further 90 degrees with the upper hand. A ship that is on the wind of another ship (closer to the wind direction) is supposed to hold the weather and receives a +2 bonus on the opposite check to gain the upper hand. Movement At the beginning of the pilot turn, it can perform one of the following sailing actions (except the uncontrolled action) by performing a sail check to steer the ship. The pilot must do everything necessary before doing anything else that turns. As in normal combat, a pilot can perform a standard action and motion action each round. Once the pilot has selected an action or takes another action that forces the ship to become uncontrolled, the ship moves. If a ship has less than half of its crew or has no pilot, or if the pilot does not take any action, takes another action instead of steering the ship, or delays or reads an action, the ship takes the uncontrolled action. Full pre-action With a successful sail control, the current speed of the ship increases due to its acceleration (usually 30 feet), but not higher than its maximum speed. The ship can move diagonally forward or forward. In other words, every time a ship enters a new 30-foot square, it can choose one of its forward-facing squares —the right in front of or one of the squares directly forward and diagonal. This allows the ship to swivel. A pilot who does not complete his sail check does not accelerate and can only move to a seat directly in front of the ship's forward movement. Hard to port or hard to rigid action The pilot can rotate the ship as it moves forward at its current speed. With a successful sail check, the pilot can change the forward movement of the ship either to the left (port) or right (starboard) by 90 degrees at any point during the ship's movement. To do this, swivel the ship so that the back square of the ship replaces the ship's former forward-facing square. If the current speed of a ship is twice as fast, the pilot takes a -3 penalty on the sail check. If the current speed of a ship is three times the acceleration, the pilot takes a -6 penalty on the sail check. If his current speed is four or more times the acceleration, the pilot takes a penalty of -10. In the event of a failed inspection, the ship does not rotate, but can move diagonally forward. Note: A wind-driven ship spinning into the wind (its front direction is directed in the opposite direction by the wind) should be in iron and take the uncontrolled action until its pilot turns it in a different direction. Heave To action With a successful sailing check, the current speed of the ship is reduced by 30 feet. If the control fails, the ship does not slow down. Not. the ship can move forward on its current cladding and move diagonally forward. If the delay reduces the speed of a ship to 0, the ship will continue to advance with a certain degree of inertia. The ship moves forward (either directly forward or forward diagonally) 1d4×30 feet before it comes to a complete standstill. Take Away Action With a successful sail check, a pilot can make a difficult or difficult maneuver that forces an enemy pilot to respond. The result of this sailing test then becomes the DC of the next sail check of the enemy pilot. In the event of a failed check, the ship's speed remains constant, but the ship cannot move diagonally forward, and the enemy pilot makes his next sailing check at the normal DC. Stay the course move With a successful sail check, the pilot can move the ship forward on its current front at its current speed, and it can move forward or diagonally. If the check does not occur, the speed remains constant, but the ship can only move forward directly, not diagonally forward. Full astern movement and action With a successful sail test, the pilot can move the ship backwards at a speed of 30 feet and move either directly backwards (the back of his forward) or diagonally backwards. A failed check does not move backwards. A ship may only be moved backwards if its current speed is 0. Uncontrolled action If the pilot does nothing, if there is no pilot, or if the ship has less than half of its crew, the ship is out of control. An uncontrolled ship does nothing but take the uncontrolled action until it stops or someone becomes its new pilot. An uncontrolled ship only moves forward (it cannot move diagonally forward) and automatically slows down by 30 feet. Even if a ship does nothing, it can still perform ramming maneuvers (see Ramming). Attack ships usually have no attacks and do not threaten any area around them, although some ships can be equipped with rams. Some ships also carry siege engines. Assuming the ship has enough additional crew to operate them, these siege machines can make attacks. While people on board a ship generally do not play a significant role in ship combat, important characters such as PCs could still be involved if they want to fire siege machines or when an enemy ship is within range of its long-range attacks or spells. If attack a ship, you can attack the ship's structure, occupants, propulsion, or control unit. You can also try to grab and board a ship. In addition, a ship can make a ramming or shearing maneuver as part of its movement. Attack on the structure This is an attack on the ship itself. If the attack is successful, the ship usually takes damage. Attack on an occupant This is a normal attack on the occupant of a ship – any creature that is a passenger, pilot, crew or propulsion on a ship. The occupants receive half the cover (+2 (+2 AC and dexterity save throws) or greater against attacks from outside the ship. The occupants in a forecast or rear lock have a three-quarter coverage (+5 to AC and skill-saving throws), while those within a port or a hatch have an overall coverage (can't be targeted). In general, the battle between the occupants of two ships (e.B. boarding) should be replaced by ship fights as soon as the battle between the occupants of two ships begins. Attack on the propulsion A ship and propulsion system usually has its own statistics, while creatures that power a ship use their own statistics. See Attack on an Inmate Above when Crew members supplying propulsion are attacked. Individual ship statistics blocks describe their propulsion means. Attack on the control unit A ship control unit is an object with its own statistics. If a control unit is destroyed, the ship can no longer be controlled. The attack on a siege machine mounted on a ship has its own statistics. Siege machines benefit from cover as occupants on a ship. Broadsides Some ships can carry a large number of siege machines. Instead of icy ship-to-ship battles with numerous individual attack reels, siege machines can be fired at Broadside. All siege machines of the same type on one side of the ship can fire at once. Wide-sided attacks can only be used to attack the structure of a

ship or propulsion system. Make a single attack role for all siege machines in the broadside. If the attack role is successful, all weapons hit their target. If the attack role fails, all weapons are missing. If you're a successful attack role, take the average damage of a single weapon and multiply it by the number of weapons on the broadside to determine the total damage done. For example, a sailing ship with a bench of 10 light catapults fires a broadside attack on its port side. A single light catapult deals 4d10 damage points for an average of 22 damage. When the attack hits, the broadside returns 22 × 10 or 220 damage. Grappling and Boarding If the crew of one ship wants to board an enemy ship and attack its crew, they must first attack the other ship. To fight, the two ships must be within 30 feet of each other (in other words, they must move into adjacent squares on the combat mat). If both pilots want to fight each other, the wrestling is automatically successful. The two crews battle-hardened lines and pull the ships together. If both ships are reduced to a speed of 0 by a ramming maneuver, they are also considered to be combated. If only one pilot wants to fight, he must do a sailing check against the AC of the target ship plus the sail check modifier of the enemy captain. If the test is successful, the target ship is atomized. In the next round, the two ships will be moved side by side, and the speed of both ships will be reduced to 0. If a ship is less than its Crew supplement, the pilot gets disadvantages to grip her check. Breaking a Grapple The pilot of a shattered ship can try to break the gripper by doing a sail check with a DC that matches the sail check made to initiate the gripper. If the test is successful, the crew has cut the gripping lines and the freed ship can now move as usual. Boarding As soon as two ships board the other ship. The pilot with the highest initiative can choose to board the enemy ship first with his crew or wait for the enemy crew to board their ship. Characters aboard an enemy ship grant advantage to attack roles against themselves for the first round of combat, as it is difficult to climb over the ships' rails and find foot on the enemy deck. Characters who use a Korvus to board another ship do not grant an attack roll advantage. Ramming To ram a target, a ship must move at least 30 feet and end with its front square in a square next to the target. The pilot of the ship must make a sail check against the AC of the target and the sail check modifier of the target pilot. If the check is successful, the ship hits its target and deals its ramming damage to the target. The ramming ship takes half of this damage. The ramming damage of a ship is listed in its statistics block. If the pilot's sail test exceeds the cmd of the target by 5 or more, the target assumes the ship's double ram damage. If the Combat Maneuver Test exceeds the target's sail test by 10 or more, the target assumes the ship's double ram damage and the target's speed is immediately reduced to 0. Regardless of the result of the inspection, the speed of the ram ship is reduced to 0. When a ship collides with another ship or fixed object (an immovable structure with a damage threshold of 5 or more), it also performs a ramming maneuver, regardless of the pilot's intention. There is no sailing check for this ramming maneuver; its effects occur automatically. When a ship performs a ramming maneuver against a fixed object to determine how much damage both the fixed object and the ship take, allow the ship to enter the fixed object space. The ship will only travel through this space if the damage is sufficient to destroy the solid object; in all other cases, the ship takes the damage and its speed is immediately reduced to 0 as it comes to a sudden stop right in front of the fixed object. A ship can be used with a ram on its front-facing. A ship equipped with a Ram deals an additional 2d8 point damage with a ram maneuver and ignores the damage to the first square of a fixed object it enters and any damage caused by ramming creatures or other objects (like other ships). A Ram can be added to a large ship for 50 gp, a Giant Ship for 100 gp, a Gargantuan ship for 300 gp and a colossal ship for 1,000 gp. If a ship is less than its Crew complement, but has at least half of its crew, the pilot gains disadvantage on his check to make a ramming maneuver. A ship without at least half of its crew complement cannot do a ramming maneuver. Post-boarding ship-to-ship combat assumes that pCs are more interested in capturing enemy ships than sinking them. Because when you sink a ship, you cannot plunder your cargo, blackmail your crew and passengers, and sell (or use) the ship yourself. So as soon as a ship has boarded, the battle between the ship ends and the battle on board begins on the ship that was first taken on board. Ship combat is usually a battle between the primaries of the two ships – usually this means that the PCs fight the enemy ship's captain and all other major NPCs on the enemy ship in normal combat. Meanwhile, the crews of the two ships are expected to fight each other in the background. Whoever wins the primary battle (either the PCs or the enemy NPCs) wins the entire battle. In other words, a ship's crew triumphs over an enemy crew when its captain defeats the enemy captain. While a ship's crew is likely to suffer losses in a battle, it is assumed that enough members of the defeated crew join the winning crew to replenish losses. This prevents PCs from having to play battles between a large number of low-level enemies and not having to track exactly how many victims their crew suffers in each battle. The PCs earn normal XP for the opponents they defeat in ship combat. In most cases, the battle from ship to ship serves only as a prelude to the main battle. However, if the PCs decide to fight an entire ship-to-ship battle and sink or destroy a ship without ever fighting the ship's captain and NPCs, they will receive XP based on the captain's challenge rating (since the captain is the only one to steer the enemy ship in ship-to-ship combat). Scissors A ship can try to shear off the rudders of an enemy ship if the target ship uses rudders for muscle propulsion. To attempt a shear maneuver, a ship must be next to the front or back square of the target and move along the side of the target for a series of adjacent squares equal to the number of squares of the target ship. The pilot of the ship must make an opposite sail check against the target. If the test is successful, the ship shears the rudders of the target. The rudders of the target suffer which reduces its hit points to half of their maximum hit point total and maintains the broken state, reducing the ship's maximum speed by half and preventing its pilot from gaining the upper hand. When the target ship is in motion and travels faster than its new top speed, it automatically slows down to its new top speed. A ship that does not use rudders for muscle propulsion remains unaffected by a shearing maneuver. If a ship has less than its full crew, half of her crew, the pilot wins disadvantages on her sail check to make a shearing maneuver. A ship without at least half of its crew supplement cannot do a shearing maneuver. Take control of a ship If one ship does not have a pilot, another creature can take control of the ship as long as the creature adjoins the ship's control unit and makes a sail check as a bonus promotion. The ship's pilot can always take control of another neighboring creature as a free action. If a creature wants to take control of one ship by force from another, it must kill the pilot or otherwise remove the pilot from the control unit. When a new creature becomes a pilot, the ship moves on the new pilot's line, but not on the new pilot's first turn after taking control of the ship. Damage to a ship has hit points and hardness based on its primary components. Most ships are made of wood (15 hit points per 5 foot square, damage threshold 5). If a ship is reduced to less than half of its hit points, it will receive the broken state. When he reaches 0 hit points, he gets the sinking state. Broken state If a ship takes enough damage to put it at half the horsepower, it is considered broken and it needs a penalty of -2 to AC, for sailing checks and savings throws. If a ship or its propulsion equipment breaks down, the maximum speed of the ship is halved and the ship can no longer gain the upper hand until repair. When the ship is moving and moving faster than its new top speed, it will automatically slow down to its new top speed. Declining Condition A ship that is reduced to 0 or fewer hit points gets the sinking state. A sinking ship cannot move or attack, and it sinks completely 10 rounds after reaching the sinking state. Each additional hit on a sinking ship that deals more than 25 damage reduces the remaining time to decrease by one round. A ship that sinks completely falls to the bottom of the water and is considered destroyed. A destroyed ship cannot be repaired – it is so badly damaged that it cannot even be used for scrap. Magic can repair a sinking ship if the ship's hit points are raised above 0, at which point the ship loses its sinking state. In general, non-magic repairs take too long to save a ship from sinking as soon as it begins to sink. Repairing a ship The quickest and easiest way to repair a ship is with spells. is not strong enough to meaningfully affect an object as big as a ship (although it can be used to repair small objects on board a ship, such as ropes, windows, chains and the like), but make repairs 4d12 points damage plus your magic modifier. In addition, more banal methods can be used for repairing ships. Due to their specialized design, ships (as well as rudders and sails) usually require the ability of the boat (ships) to repair. Depending on the of damage, joiner tools or weaver tools or other tools or capabilities, can be used to repair ships with the permission of the GM. In general, a working day where a single person uses the appropriate ability to repair a ship requires 10 gp raw material and a DC 10 capability check and repairs 10 damage points in the event of a success or 5 hit points in the event of an error. New rudders can be purchased for 2 gp each. Fire is a pervasive danger on any wooden ship, but while most ships are not in danger of bursting into flames from a dropped torch or lantern, alchemical or magical fires can be much more dangerous. Note that many instant fire spells do not automatically set a ship on fire, but those that cause fire damage over several rounds have a better chance of causing a fire aboard a ship (see Magic). If a ship suffers fire damage at gm's discretion (e.B. from alchemist fire, flaming arrows, certain spells, and other effects), it must immediately make a Constitutional Protection (DC equals damage) or catch fire. Unless an attack specifically targets a ship's propulsion equipment (e.B. sails, such attacks are assumed to affect the structure of a ship itself. Once a ship catches fire, it automatically takes 2d6 fire damage pro rounds (damage threshold ignored) when the fire spreads. The ship's crew can try to extinguish the flames as an action for the entire crew, so that the ship can make a skill rescue throw (DC 10 + the number of rounds that the ship has set on fire). A successful save means that the fire has been set. A failed rescue throw causes the ship to take the normal 2d6 fire points for the round. A ship must take the uncontrolled action every round that its crew tries to extinguish a fire, since they do not sail the ship at this time. Time.

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