

# Travelling by Water in Chivalry and Sorcery

## Ships

The Cog is fairly typical of small merchant vessels. A short, tubby vessel, it is designed to carry small loads of cargo on relatively short voyages. The Caravel is a later development of the Cog also used as a cargo vessel. The Nef is the pinnacle of ship design in Atlantic waters during much of the medieval period although it was superseded towards the end of its life by better designs such as the Carrack used during the Age of Exploration.

The range of Nordic longships and merchantmen covers the sorts of vessels found in Northern waters during the early medieval period. All of these designs were good sailing ships able to cover long distances.

The vessels used in Mediterranean type waters are the oared galleys with sails that form the backbone of trade and commerce and military actions during the whole medieval period. Generally not designed for long voyages these ships kept to coastal routes to be able to take shelter from the sudden storms common in these waters.

Finally there are some smaller boats such as one might find on rivers and in fishing villages along the coast.

A set of statistics are given below to define the capabilities and structure of the ships. These stats are derived from **Bireme & Galley**, simplified for use within most 3rd Edition games where the detail of **Bireme & Galley** is not required. Notes indicate the nature of specific bits of data, where this is not readily apparent from the statistic description in the first place.

## Ship Characteristics Tables

Type of Vessel:	Small Cog	Large Cog	Caravel	Nef
Location:	Any sea area	Any sea area	Any sea area	Any sea area
Length of Waterline:	45-75 feet	80-100 feet	60-75 feet	125 feet
Beam at Waterline:	18-25 feet	25-30 feet	20-25 feet	41 feet
Draft:	5-5.5 feet	6-8 feet	4-5 feet	18 feet
Displacement (unloaded):	30-150 tons	200-450 tons	60-100 tons	2000-2100 tons
Freeboard:	4-5 foot gunwales	5-7 foot deck	4 feet deck	8 feet deck
Deck Type:	decked	fully decked	fully decked	fully decked
Forecastle Height:	8-10 feet	12-15 feet	none	15 & 20 feet
Aftercastle/Poop Height:	8-10 feet	15 feet	8-10 feet	15 & 20 feet
Crew:	10-35	40-80	15-30	120-140
Officers:	2 (Captain, Mate) up to 5	5 (Captain, Mate, 2nd Mate, + 2)	3-5 (Captain, Mate, 2nd Mate etc)	10 (Captain, Mate, 2nd Mate etc.)

Seaman:	8-30	35-75	12-25	90 + 20-40 soldiers
Masts:	1 mast	1 mast	2 or 3	2-3
Light Breeze Speed:	2.0 knots	1.8 knots	3.5 knots	1.4 knots
Good Breeze Speed:	3.9 knots	3.6 knots	5.0 knots	3.1 knots
Good Wind Speed:	5.5 knots	5.0 knots	7.5 knots	5.0 knots
Strong Wind Speed:	7.0 knots	7.0 knots	9.5 knots	6.8 knots
Maximum Speed	8.5 knots	8.5 knots	12.5 knots	10.0 knots
Provisions	1-3 months	1-3 months	1-3 months	30 days
Cargo:	30-70 tons capacity	100-300 tons capacity	35-50 tons capacity	1250-1300 tons capacity
Flotation Damage	18-50 points	90-150 points	25-45 points	300 points
Cost of Hire	50-180 Pence/day	180-350 Pence/day	80-100 Pence/day	450 Pence/day + 60-120 for soldiers
Cost to Build	30-36Cr/ton	40Cr/ton	40Cr/ton	50Cr/ton
Period of Service	900-1500AD	1100-1500AD	1200-1500AD	1200-1500AD

Type of Vessel:	Viking Long Ship	Viking War Boat	Sm Nordic Merchantman	Lge Nordic Merchantman
Location:	Any sea area	Any sea area	Any sea area	Any sea area
Length of Waterline:	72.5 feet	100 feet	55 feet	90 feet
Beam at Waterline:	15-17 feet	16-17 feet	15 feet	18 feet
Draft:	2.7 feet	2.8 feet	3.0 feet	3.5 feet
Displacement (unloaded):	30 tons	50 tons	25 tons	71 tons
Freeboard:	3 foot gunwales	3.5 foot gunwales	3 foot gunwales	3.5 feet gunwales
Deck Type:	bilges decked	bilges decked	bilges decked	hold decked
Crew:	70	106	25	40
Officers:	6	6	4	6

Seaman:	64 (rowers)	100 (rowers)	5 + 16 rowers	10 + 24 rowers
Banks of Oars	1	1	1	1
Numbers of Oars	32	50	16	24
Slow Cruise	3.5 knots	3.5 knots	1 knot	1 knot
Std Cruise	4.2 knots	4.2 knots	1.3 knots	1.3 knots
Battle Cruise	5.5 knots	5.5 knots	1.9 knots	1.7 knots
Emergency	6.9 knots	6.8 knots	2.6 knots	2.3 knots
Racing	7.5 knots	7.8 knots	3 knots	2.8 knots
Masts:	1 mast	1 mast	1 mast	1 mast
Light Breeze Speed:	3.8 knots	3.8 knots	3.2 knots	3.1 knots
Good Breeze Speed:	4.8 knots	4.8 knots	4.0 knots	3.9 knots
Good Wind Speed:	7.5 knots	7.5 knots	6.3 knots	6.3 knots
Strong Wind Speed:	8.5 knots	8.9 knots	7.0 knots	7.2 knots
Maximum Speed	11 knots	11 knots	8.5 knots	8.5 knots
Provisions	10 days	10 days	10-30 days	10-90 days
Cargo:	N/A	N/A	12 tons capacity	35-40 tons capacity
Flotation Damage	18 points	30 points	12.5 points	40 points
Cost of Hire	N/A	N/A	125 Pence/day	180 Pence/day
Cost to Build	2400Cr	3600Cr	24Cr/ton	30Cr/ton
Period of Service	400-1200AD	700-1200AD	400-1200AD	700-1200AD

Type of Vessel:	Merchant Galley	Vachette (Courier/Scout)	Ousakis (Dromon)	Byzantine War Dromon
Location:	Mediterranean Type	Mediterranean Type	Mediterranean Type	Mediterranean Type
Length of Waterline:	170 feet	25-60 feet	100 feet	127 feet
Beam at Waterline:	25-30 feet	6-12 feet	13 feet	18 feet

Draft:	4.5-5.5 feet	2.25-3 feet	3.0 feet	5 feet
Displacement (unloaded):	700-800 tons	8-25 tons	60 tons	175 tons
Freeboard:	6 foot deck	3.5 foot gunwales	6 foot gunwales	10 feet gunwales
Deck Type:				
Forecastle Height:	10-15 feet	none	6 feet	20 feet also midship castle
Aftercastle/Poop Height:	10-15 feet	none	6 feet	25 feet
Crew:	166	24-50	164	300
Officers:	16	3-5	6	10
Seaman:	40 + 80 rowers + 30 soldiers	8-10 + 8-20 rowers + 5-15 soldiers	20 + 108 rowers + 30 soldiers	30 + 200 rowers + 60 soldiers
Banks of Oars	1	1	2	2
Numbers of Oars	8-20	80	72	100
Slow Cruise	1.2 knots	3.0 knots	3.5 knots	3.2 knots
Std Cruise	2.0 knots	3.9 knots	4.2 knots	3.8 knots
Battle Cruise	2.8 knots	4.7 knots	5.2 knots	4.6 knots
Racing	4.0 knots	6.4 knots	7.3 knots	7.5 knots
Masts:	2 lateen rigged	1 lateen rigged	1 mast	2 mast
Light Breeze Speed:	1.8 knots	3.3 knots	3.8 knots	2.6 knots
Good Breeze Speed:	3.5 knots	5.0 knots	6.0 knots	4.0 knots
Good Wind Speed:	6.5 knots	6.5 knots	8.5 knots	8.0 knots
Strong Wind Speed:	8.5 knots	8.0 knots	9.5 knots	8.0 knots
Maximum Speed	11 knots	9.5 knots	12.5 knots	10 knots
Provisions	30 days	5 days	7 days	10 days
Cargo:	350-500 tons capacity	N/A	N/A	N/A
Flotation Damage	150 points	5-10 points	25 points	75 points
Cost of Hire	600 Pence/day +	140-250	N/A	N/A

	90 for soldiers	Pence/day		
Cost to Build	60Cr/ton	400-1600Cr	6000Cr	18000Cr
Period of Service	1200-1500AD	1200-1500AD	500-1000AD+	600-1000AD+

Type of Vessel:	Leather Boat	4-6-8 seat Row Boat	10-12 seat Long Boat
Location:	Rivers	Rivers and Coastal Seas	Any sea area
Length of Waterline:	5 feet	8/12/16 feet	20-25 feet
Beam at Waterline:	3 feet	3.5 feet	5 feet
Draft:	0.5 feet	1.0 foot	1.0 foot
Freeboard:	0.5 feet	1.0 foot	1.0 foot
Crew:	2	4/6/8	10/12
Officers:	0	0	0
Numbers of Oars	2	4/6/8	10/12
Slow Cruise	1.5 knots	1.5 knots	2.0 knots
Std Cruise	2.0 knots	2.0 knots	2.5 knots
Masts:	0 mast	0 mast	1 mast
Light Breeze Speed:	N/A	N/A	2.0 knots
Good Breeze Speed:	N/A	N/A	3.0 knots
Good Wind Speed:	N/A	N/A	3.5 knots
Strong Wind Speed:	N/A	N/A	4.0 knots
Maximum Speed	N/A	N/A	5.0 knots
Provisions	N/A	N/A	5 days
Flotation Damage	1 point	2 points	5 points

### Legend

Most terms are obvious so just the minimum are covered here.

*Beam:* The technical term for the width of the vessel.

*Draft:* The amount of the hull beneath the water.

*Displacement:* A measure of the size of the ship.

*Freeboard:* The distance from the waterline of the ship to the deck or top of the hull.

*Slow Cruise:* The speed that can be maintained for 12 hours.

*Standard cruise:* The speed that can be maintained for 8 hours.

*Battle Cruise:* The speed that can be maintained for 4 hours.

*Racing:* The maximum speed possible, can only be maintained for 10-20 minutes.

*Maximum Speed:* The fastest possible speed that the ship can achieve without undue damage to masts sails etc.

## **Ships Crew**

The gamemaster may wish to introduce the individual crew-members of a vessel. They are usually an assortment of typical NPCs. The Captain, who is always the most skilled of the crew, has an experience level of 10+ and the appropriate Mariner, Piloting and maybe Astronomy skills.

## **Sailing at Sea**

The wind and currents determine the speed and direction of travel at sea. Oars and sails can modify the effects to allow a ship to gain its destination. Travel at sea is based on turns of four hours duration. Check each turn or watch for weather, movement and encounters. Do not use this for river travel.

## **Speed while Sailing at Sea**

The speed of the ship relies on the wind and its direction. Set a course and compare the intended direction with the wind direction to arrive at the actual direction of travel.

- A head wind (directly on the ship's bow) reduces the forward speed of the ship by half as the crew has to zig and zag to beat into the wind.
- If the wind is coming from the frontal arc of the ship, but not directly ahead, then the actual forward speed is 2/3 of normal.
- A stern wind drives the vessel along at full speed.
- If the wind is from the rear arc of the ship but not directly astern then the vessel travels at 90% of full rate.

## **Speed while Rowing**

The speed of the ship while rowing relies less on the wind and its direction and mostly on the effort of the rowers. Set a course and compare the intended direction with the wind direction to arrive at the actual direction of travel.

- A head wind (directly on the ship's bow) reduces the forward speed of the ship by 15% as the wind has little effect when the sails are down.
- If the wind is coming from the frontal arc of the ship, but not directly ahead, then the actual forward speed is 90% of normal.
- A stern wind assists the rowers allowing a one step increase (from std cruise to battle) while keeping the same duration (8 hours) as for the slower rowing speed.
- If the wind is from the rear arc of the ship but not directly astern then the vessel travels at 110% of current rowing rate.

Each four hour turn find the wind strength and determine the effect of it's direction on the forward progress of the ship then use the Speed of Passage Table 'Miles in Four Hours' column to find the distance travelled.

Keep track of the total distance covered. Every four hours recalculate the wind speed and direction and make any

course corrections as needed.

## Weather at Sea

Check every four hour turn, apply modifiers for the time of day and the season. See the **Weather Table**. Do not use this for river travel.

### WEATHER TABLE

Die Roll	Weather Conditions	Visibility
1-5	Dense Fogbank	20-60 feet
6-10	Fog	100-300 feet
11-14	Mist	300-1000 feet
15-19	Heavy Rain	1/2mile
20-29	Light Rain	1-3miles
30-39	Drizzle	2-4miles
40-60	Overcast	3-6miles
61-85	Fairly Clear	5-10 miles
86-00	Clear	8-15miles

#### Modifiers:

Morning:	-5	Spring:	+3
Afternoon:	+7	Summer:	+5
Evening:	-5	Fall:	-3
		Winter:	-7

### Wind Direction

At the start of the trip roll 2D6 and to the wind table. Then every four hours roll percentile dice to check for changes in wind direction on the table below.

### WIND DIRECTION TABLES

Die Roll	Basic Wind Direction	Die Roll	Wind Shifts
2-3	from North-West	1-35	No shift in direction
4	North	36-50	Reroll for basic direction
5	North-West	51-60	2 points clockwise

6	West		61-70	2 points counterclockwise
7	South-West		71-85	1 point clockwise
8	South		86-00	1 point counter clockwise
9-10	South-East			
11-12	East			

## Wind Strength

This table gives the velocity of the wind. Roll every four hours, adding modifiers for season and weather conditions.

### WIND STRENGTH TABLE

Die Roll	Wind Strength
1-5	Gale
6-10	Maximum
11-25	Strong Wind
26-45	Good Wind
46-75	Good Breeze
76-85	Light Breeze
86-00	Dead Calm

Spring:	-7	Fall:	-10	Fog/Mist:	+20
Summer:	No mod.	Winter:	-15	Heavy Rain:	-25

## Gales and Heavy seas

Should a Gale be rolled ships have two choices - drop anchor, if they can find shelter, or run before the wind. A gale lasts for D6 4 hour turns. While running before the storm a ship will be forced to make 11 knots speed in the direction the wind is blowing, unless it has been able find a sheltered location and drop anchor.

In unfavourable seas there is a possibility that the vessel will take on water. The Heavy Sea Table gives the basic chance for the unfavourable seas and lists the amount of damage taken from shipping water in various conditions of weather.

Medieval vessels were not particularly seaworthy and the flotation points for each type of ship is given in the ship characteristics table.

Should the points of flotation damage exceed these flotation points, the vessel will sink within 1d6 x 1/2 hours.



For every 10% damage to the vessel its speed drops by 10%.

The pumps can be manned or the crew may bail to reduce the effects of shipping water. Three men may pump/bail out 1 flotation point of water every hour; men cannot man the pumps/bail for more than 2 hours, followed by 6 of rest. Once the damage exceeds the flotation rating, water cannot be pumped/bailed out and the vessel sinks.

### HEAVY SEAS TABLE

Wind Strength	Flotation Damage
Strong Wind	1D6pts per 4 hr turn
Maximum	2D6pts per 4 hr turn
Gale	4D6pts per hour

Unfavorable seas occur on a percentile roll of 1-45 during the specified wind conditions.

### SPEED OF PASSAGE CONVERSION TABLE

Knots/ Hour	M.P.H.	Miles in 4 Hours	Knots/ Hour	M.P.H.	Miles in 4 Hours	Knots/ Hour	M.P.H.	Miles in 4 Hours
0.1	0.12	0.5	5.1	5.87	23.5	10.1	11.63	46.5
0.2	0.23	0.9	5.2	5.98	23.95	10.2	11.75	47.0
0.3	0.35	1.4	5.3	6.10	24.4	10.3	11.86	47.4
0.4	0.46	1.8	5.4	6.22	24.9	10.4	11.97	47.9
0.5	0.58	2.3	5.5	6.33	25.3	10.5	12.09	48.4
0.6	0.69	2.7	5.6	6.45	25.8	10.6	12.21	48.8
0.7	0.80	3.2	5.7	6.56	26.3	10.7	12.32	49.3
0.8	0.92	3.7	5.8	6.68	26.7	10.8	12.44	49.7
0.9	1.04	4.2	5.9	6.79	27.2	10.9	12.55	50.2
1.0	1.15	4.5	6.0	6.91	27.6	11.0	12.67	50.7
1.1	1.27	5.0	6.1	7.02	28.1	11.1	12.78	51.1
1.2	1.38	5.5	6.2	7.14	28.6	11.2	12.90	51.6
1.3	1.50	6.0	6.3	7.25	29.0	11.3	13.01	52.0
1.4	1.62	6.5	6.4	7.37	29.5	11.4	13.13	52.5
1.5	1.73	6.9	6.5	7.48	29.9	11.5	13.24	53.0

1.6	1.84	7.4	6.6	7.60	30.4	11,6	13.36	53.4
1.7	1.96	7.9	6.7	7.72	30.9	11.7	13.47	53.9
1.8	2.07	8.3	6.8	7.83	31.3	11.8	13.58	54.4
1.9	2.18	8.8	6.9	7.95	31.8	11.9	13.70	54.8
2.0	2.30	9.2	7.0	8.06	32.2	12.0	13.82	55.3
2.1	2.42	9.7	7.1	8.18	32.7	12.1	13.93	55.7
2.2	2.53	10.1	7.2	8.29	33.2	12.2	14.05	56.2
2.3	2.65	10.6	7.3	8.41	33.6	12.3	14.16	56.7
2.4	2.77	11.1	7.4	8.52	34.1	12.4	14.28	57.1
2.5	2.88	11.5	7.5	8.64	34.5	12.5	14.39	57.6
2.6	2.99	12.0	7.6	8.75	35.0	12.6	14.51	58.0
2.7	3.11	12.4	7.7	8.87	35.5	12.7	14.62	58.5
2.8	3.22	12.9	7.8	8.98	35.9	12.8	14.74	59.0
2.9	3.34	13.4	7.9	9.10	36.3	12.9	14.85	59.4
3.0	3.45	13.8	8.0	9.21	36.8	13.0	14.97	59.9
3.1	3.57	14.3	8.1	9.32	37.8	13.1	15.08	60.3
3.2	3.68	14.7	8.2	9.44	37.8	13.2	15.20	60.8
3.3	3.80	15.2	8.3	9.56	38.2	13.3	15.32	61.3
3.4	3.91	15.7	8.4	9.67	38.6	13.4	15.43	61.7
3.5	4.03	16.1	8.5	9.79	39.2	13.5	15.55	62.2
3.6	4.15	16.6	8.6	9.90	39.6	13.6	15.66	62.6
3.7	4.26	17.0	8.7	10.02	40.1	13.7	15.77	63.1
3.8	4.38	17.5	8.8	10.13	40.5	13.8	15.89	63.6
3.9	4.49	18.0	8.9	10.25	41.0	13.9	16.01	64.0
4.0	4.61	18.4	9.0	10.36	41.5	14.0	16.12	64.5
4.1	4.72	18.9	9.1	10.48	41.9	14.1	16.23	64.9
4.2	4.84	19.4	9.2	10.59	42.4	14.2	16.35	65.4

4.3	4.95	19.8	9.3	10.71	42.8	14.3	16.47	65.9
4.4	5.07	20.3	9.4	10.82	43.3	14.4	16.58	66.3
4.5	5.18	20.7	9.5	10.94	43.8	14.5	16.70	66.8
4.6	5.30	21.2	9.6	11.05	44.2	14.6	16.81	67.2
4.7	5.41	20.6	9.7	11.17	44.7	14.7	16.93	67.7
4.8	5.53	22.1	9.8	11.28	45.2	14.8	17.04	68.2
4.9	5.64	22.6	9.9	11.40	45.6	14.9	17.16	68.6
5.0	5.75	23.0	10.0	11.52	46.1	15.0	17.27	69.1

## RANDOM ENCOUNTERS AT SEA

Random Encounters should also be checked once each watch. The basic chance of an encounter is 1-10% at sea, or 1-20% if the ship is within 5 miles of land.

If an encounter occurs, consult the appropriate Voyage Encounter Table and roll percentile dice.

Resolution of the encounter is left in the hands of the Gamemaster. A short description of each encounter situation follows the actual table, to give the Gamemaster a basic idea of how to implement the situation, but the actual course of events can vary so much as to make it impossible to give any firm guidelines.

The Gamemaster should feel free to ignore or change any part of the encounter process, Encounters may be added, deleted, or altered as desired, or the whole question can be ignored. - whatever suits the flow of the adventure/campaign best.

## VOYAGE ENCOUNTER TABLES

### Coastal Encounters

Die Roll	Result
01-05	Water Troll or Triton(s)
06-20	Walruses, Seals or Sea Otters
21-30	Dolphins, Porpoises or Orcas
31-44	Sail/Ship sighted (Merchant)
45-50	Sail/Ship sighted (Royal/Imperial Navy)
51-59	Sail/Ship sighted (Pirate)
60	Discontent
61-65	Sudden storm

66-75	Land sighted
76-80	Water Nymphs, Sea Lions or Sea Horses
81-90	Sirens
91-00	Whales

### **Deep Sea Encounters**

<b>Die Roll</b>	<b>Result</b>
01-05	Tritons
06-25	Dolphins, Porpoises or Orcas
26-30	Phantom Ship
31-44	Sail/Ship sighted (Merchant)
45-50	Sail/Ship sighted (Royal/Imperial Navy)
51-59	Sail/Ship sighted (Pirate)
60	Discontent
61-65	Sudden storm
66-75	Land sighted/Subterranean Volcanic eruption
76-80	Water Nymphs, Sea Lions or Sea Horses
81-90	Whales
91-95	Giant Octopus or Giant Squid
96-00	Sea Serpent

#### **Water Troll:**

Along the coast, water trolls might be spotted. At night, when they spot a ship anchored along their coasts, water trolls sometimes swim out and attack sleeping sailors, carrying them off to be eaten.

#### **Tritons:**

These humanoid Sea Folk can be found in shallow waters, usually solitary they can sometimes be found in small bands when hunting.

#### **Sea Mammals, Whales etc:**

These are found while going about their daily routines. See the Bestiary for details.

### **Merchant Sail:**

Merchant ships may be sources of rumors, information, and so forth. It is also possible that such a ship is in the process of being attacked, and needs aid. The Gamemaster should explore these, and other possibilities, as desired.

### **Navy Sail:**

Navy ships may stop passing vessels to conduct customs inspections, press merchant crewmen or even passengers into service, or to harass supposed smugglers. A Navy ship may also be a useful encounter in the face of piracy or other such problems.

### **Pirate Sail:**

Pirate ships range the seas, and can attack passing merchant shipping. The Gamemaster may resolve the situation as desired.

### **Discontent:**

The crew is unsettled, either as a result of harsh treatment, dangers, or superstition. The result may be mutiny, violence directed at the adventurers, desertion, or any other suitable response.

### **Phantom Ship:**

Phantom vessels sometimes appear. If one is sighted, there is a 01-55% chance that the crew will become frightened (see Discontent, above). On a 56-90, officers or crewmen will become obsessed with the ship, pursuing it fruitlessly until it disappears 4-24 hours later. On a 91-00, the ship can be caught and boarded; it is crewed by wights and captained by a wraith who has sworn a blasphemous oath that keeps the dead crew at sea forever, preying on passing seafarers and adding them to their number.

Results of such encounters are up to the Gamemaster.

### **Sudden Storm:**

A sudden storm results in a gale of 1d6 hours duration, plus the risk of lightning hitting and destroying the vessel (01-05% chance each hour of the storm).

### **Submarine Volcanic Eruption:**

Appears initially as a plume of smoke/steam, as the ship closes the water gets hotter, maybe even bubbling. Dead fish are spotted on the surface. Within 5 miles of the eruption treat as Heavy Seas with a strong wind, within 3 miles as Heavy seas with maximum wind and within 1 mile as Heavy seas with Gale Force winds for purposes of shipping water.

### **Water Nymphs:**

See the Bestiary for full information. Faerie folk who are usually solitary females although males are known. May try to seduce a crew or party member into leaving the ship for a life underwater.

### **Sirens:**

See the Bestiary for full information. Creatures who sing a sweet song that lures sailors onto rocky shores and destroys their ships.

### **Giant Octopus or Giant Squid:**

Disturbed from the depths by something mysterious one of these creatures rises up to investigate the ship.

## Sea Dragon:

This is a great sea dragon of type II or III. See the Bestiary for details.

## Riverine or Lake Encounters

I shall only cover encounters likely in the river/lake, meetings with travellers along the banks is left to the GM. Roll percentile dice every four hours travel and on a result of 1-15% roll again on the chart below.

Die Roll	Result
01-05	Water Troll
06-20	Otters
21-35	School of Fish, Flock of Ducks, Swans, Geese, Heron, Kingfisher or other such natural occurrence
36-45	Boat sighted (Merchant)
46-55	Boat sighted (River Pirates)
56-65	Whirlpool, Bore, Rapids, Waterfall or other Natural phenomenon
66-70	Ford or bridge
71-75	Village sighted
76-80	Water Wraith
81-85	Water Nymphs
86-90	Lorelei
91-95	Swan Maiden
96-00	Crocodilians

## Swamp or Marsh Encounters

I shall only cover encounters likely in the swamp or marsh, meetings with travellers on solid ground is left to the GM. Roll percentile dice every four hours travel and on a roll of 1-15% roll again on the chart below.

Die Roll	Result
01-05	Swamp Troll
06-20	Crocodilians
21-30	Snake
31-44	Fish, frogs, toads, Birds etc

45-50	Giant Spider
51-59	Giant Crocodilian
60	Swamp Dragon or Hydra
61-65	Giant Snake
66-75	Strange dwelling seen or peculiar bank of fog/mist.
76-80	Giant Mosquito
81-85	Giant Leech
86-90	Will o'Wisp
91-00	Lizardmen

### **Water or Swamp Troll:**

During daylight a Troll might be found at a toll bridge. At night they can be found coming aboard ship to abduct sleeping sailors or passengers, carrying them off to be eaten. See the Bestiary for full information.

### **Mammals, Birds, Snakes and small crocodilians etc:**

These are found while going about their daily routines. See the Bestiary for details.

### **Merchant Sail:**

Merchant ships may be sources of rumors, information, and so forth. It is also possible that such a ship is in the process of being attacked, and needs aid. The Gamemaster should explore these, and other possibilities, as desired.

### **Pirate Sail:**

Brigands can have access to boats and may plunder passing merchant shipping. The Gamemaster may resolve the situation as desired.

### **Whirlpool etc:**

Generally self explanatory these phenomena could be due to nature or have a more sinister source. The bore is the result of a very high tide and occurs where the river banks narrow quickly and the river is tidal for some length. As the tide rises and the flow of the river is reversed the narrowing of the width of the river forces the water to rise. The incoming tide produces a wall of water like a wave that moves quickly up river.

### **Water Wraith**

The Rusalka could be found along the river bank or actually in the water. The encounter should be resolved according to GM preference. See the Bestiary for full information.

### **Water Nymphs:**

See the Bestiary for full information. Faerie folk who are usually solitary females although males are known. May try to seduce a crew or party member into leaving the ship for a life underwater.

**Lorelei:**

See the Bestiary for full information. Creatures who sing a sweet song that lures sailors onto rocks and destroys their ships.

**Swan Maiden**

Usually found in Swan form on the river but could be in a small boat or being attacked by a member of the Unseelie court. See the Bestiary for full information.

**Lizardmen**

Usually a small hunting band of 5-10 but depending upon circumstances could be a larger group or even a village. See the Bestiary for full information.

**Swamp Dragon or Hydra:**

This is a swamp dragon of type II or III or one of the 2 types of hydra at the GM's choice. See the Bestiary for details.

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