

AN EPIC SANDBOX CAMPAIGN & SEAFARING
TOOLKIT FOR CTHULHU-BASED D100 GAMES.

THE YEAR IS 1900.

It is an age of **IMPERIAL INTRIGUES**, **DARING MISSIONS**, and **CREEPING DREAD**. Steamships ply the feral seas, and explorers stir the darkest sorceries from forgotten, sunken eons.

YOU ARE A CREW OF ROGUES AND SCOUNDRELS, eking out a living on the tramp steamer **S.S. SHANTUNG**, hauling contraband and passenger, adventuring port to backwater port, day after weather-beaten day...

And then, **ON A STORM-WRACKED SEA**, **IN A SMOKE-WREATHED TAVERN**, **AT THE BLOOD-STAINED ALTAR OF A SAVAGE LAND**, you hear the whisper on the wind, the chant of the beast, the chorus of the mad: **CTHULHU**...it sleeps...it dreams...it rises...

RAIDERS OF R'LYEH: FROM THE TIDELESS SEA is our newest expansion for the **RAIDERS OF R'LYEH** tabletop roleplaying game and other **D100 GAMES** based on the collective mythos of H.P. Lovecraft's **CALL OF CTHULHU**, William Hope Hodgson's **SARGASSO SEA**, Robert E. Howard's **WEIRD TALES**, and other pulp stories.



cipher bureau

RAIDERS OF R'LYEH FROM THE TIDELESS SEA

QUENTIN BAUER

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AN EPIC
SANDBOX
CAMPAIGN

MADE FOR
CTHULHU
BASED RPGS

RAIDERS OF R'LYEH FROM THE TIDELESS SEA

created by
QUENTIN BAUER

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RAIDERS OF R'LYEH : FROM THE TIDELESS SEA

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Leaders (1d8)

1	Count János Lászlo Rákóczy (a Scion)	429
2	Ezra Solomon Shenk (a Collector)	297
3	Holly-Anne Heroux (a Demimondaine)	313
4	Kanang (the Conqueror) (a Warlord)	417
5	Magnus Falk (a Hierophant)	471
6	Shiba Yoshitake (a Crime Boss)	512
7	Victor Merx (a Merchant Prince)	396
8	Völsung (aka Ulrich von Wolff) (a Spymaster)	322

Faces (1d50)

1	Akashi Motojiri (intelligence operative) *	417
2	Aleister Crowley (occultist & spy / asset) *	407
3	Alfred Redl (spy / asset) *	502
4	Alfred von Tirpitz (intelligence operative) *	396
5-7	Alhazred (sorcerer)	293
8	André Roy (intelligence operative & adventurer)	425
9	Baron August Schluga (also 'Agent 17') (spy / asset) *	308
10	Baron Ferenczy (sorcerer)	504
11	Basil Zaharoff (arms dealer) *	429
12	Black Man of the Woods (sorcerer)	340
13	Captain Seavey (smuggler)	344
14	Cecil Rhodes (magnate & politician) *	362
15	Christian Lehmann (spy / asset) et al.	495
16	Doctor Kolodzie (criminal mastermind)	344
17	Dragutin Dimitrijević (also 'Apis') (operative) *	485
18	Ephraim Waite (sorcerer)	342
19	Gaston Maspero (Egyptologist) *	307
20	George Rothrock (gentleman thief)	405
21	Grigori Rasputin (occultist) *	483
22	Gustav Steinhauer (intelligence operative) *	368
23	Harry Houdini (escape artist) *	389
24	Hiram Bingham (academic adventurer) *	411
25	Howard Carter (archaeologist) *	307
26	Inspector Legrasse (detective)	440
27	John Moses Browning (gunsmith & inventor) *	484
28	Jorge Alejandro Vega (criminal mastermind) et al.	508
29	Lord Carnarvon (aristocrat & archaeologist) *	307
30	Lord Redmoor (aristocrat & occult detective) et al.	389
31	Macgregor Mathers (occultist) *	407
32	Mansfield Smith-Cumming (also 'C') (int. operative) *	392
33	Mark Tresidder (academic adventurer)	455
34	Maw Maw (monstrous descendant of Sevier dynasty)	443
35	Max Zeno (intelligence operative) et al.	502
36	Nikola Tesla (genius inventor)	446
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38	Philip Ruiz Damien (deep one hybrid)	481
39	Ryōhei Uchida (intelligence operative) *	511
40	Sava Puško (mercenary & smuggler)	484
41	Sidney Reilly ('Ace of Spies') *	392
42	Simon Orne (sorcerer)	502

The Hashish Man (sorcerer) et al.	495 43
The Jackal (smuggler)	378 44
The Marquis (gentleman thief)	432 45
Tōyama Mitsuru (intelligence operative) *	512 46
Vernon Kell (also 'K') (intelligence operative) *	392 47
William Melville (also 'M') (intelligence operative) *	391 48
Yancey Clagham (magnate)	316 49
Zhao Zhang (the Butcher) (mercenary & smuggler)	417 50

Organizations (1d30)

A... A... (or 'Argentium Astrum') *	407 1
Abteilung III b (or 'III b') *	307 2
Austrian Intelligence (e.g., Evidenzbureau) *	502 3
Black Hand *	485 4
British Intelligence (e.g., Secret Service Bureau) *	391 5
Brotherhood of Vlahra	484 6
Carfax-in-Arkham Shipping Company (or 'Carfax')	382 7
Deutsche Orient-Gesellschaft (or 'D.O.G.') *	278 8
Elect of Azathoth et al.	340 9
Esoteric Order of Dagon	318 10
Freemasonry *	472 11
French Intelligence (e.g., Deuxième Bureau) *	400 12
Genyosha (or 'Black Ocean Society') *	511 13
Hermetic Order of the Golden Dawn *	407 14
Japanese Intelligence (e.g., Kenpeitai) *	417 15
Knights of the Golden Circle	440 16
Kokuryukai (or 'Black Dragon Society') *	511 17
Nachrichten-Abteilung (or 'N') *	368 18
Office of Naval Intelligence (or 'O.N.I.') *	496 19
Okhrana *	450 20
Order of Kamog	342 21
Pinkerton Detective Agency *	447 22
Prometheism (aka Acolytes of Yhoundeh)	471 23
Righteous and Harmonious Fists (or 'Boxers') *	498 24
Russian Intelligence *	451 25
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Yithian Conspirators	459 30

Ships (1d10)

Aglaia, Thalia & Krinaia	484 1
Belle Dame	313 2
Danzig	322 3
Dubh Artach	471 4
Hai Tien	417 5
Marrakesh	297 6
Mwata Yamvo	396 7
Nadezhda	344 8
Rasnov	429 9
Saga Maru	512 10

* Real (aka, exists in our known spacetime continuum)

** Among others (e.g., Cult of K'naa p 265, Black Flags p 386)

RAIDERS OF R'LYEH : FROM THE TIDELESS SEA

Magical Lore & Mythos Artifacts (1d30)

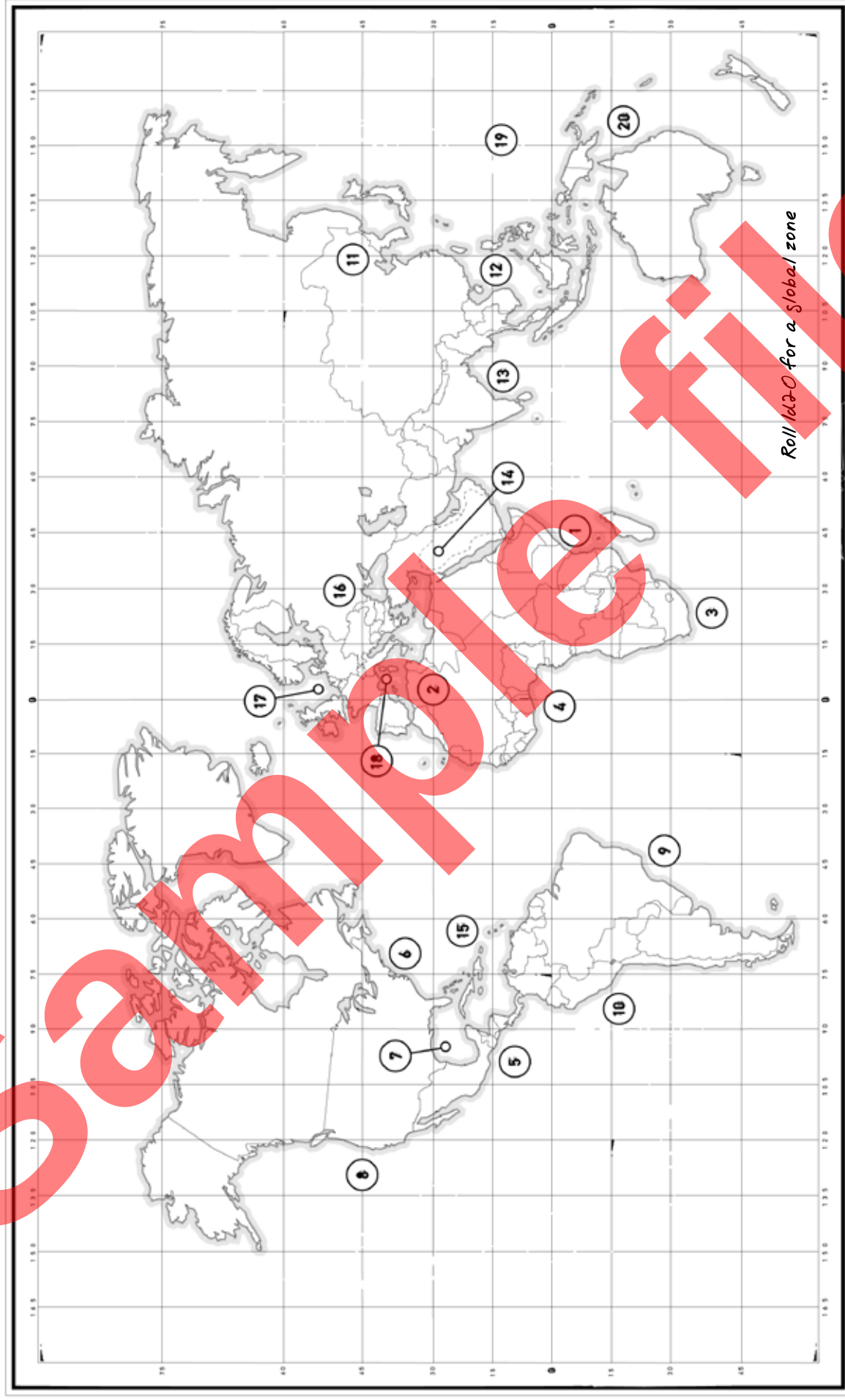
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French Shadows (Le Havre, variable)	400 52
Far Corners (London, variable)	404 53
Nameless Faces (London, variable)	405 54
Hermetic Order of the Golden Dawn (London, var.)	407 55
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INTRODUCTION

"We live on a placid island of ignorance in the midst of black seas of infinity, and it was not meant that we should voyage far."
—H.P. LOVECRAFT ("The Call of Cthulhu")

THE YEAR IS 1900. IT IS AN AGE OF IMPERIAL INTRIGUES, perilous adventures, and shadowy conspiracies. Steamships ply the farthest feral seas, and explorers stir the darkest sorceries from sunken eons.

FROM THE TIDELESS SEA is an exciting expansion for the tabletop roleplaying game, **RAIDERS OF R'LYEH**. With it, mercenary raiders captain steamships, explore forbidden waters, salvage sunken secrets, and outwit seafaring scum. The supplement includes new rules and toolkits for operating merchant steamships and leading crews, navigating to far-flung ports and lost worlds, running trade and missions in hostile foreign territories, handling adventures in mysterious ports of call, battling seafaring cults and other menaces — both human and inhuman — hidden across the globe, and investigating an existential and conspiratorial threat overshadowing the world.

Inspired by the Cthulhu mythos of H.P. Lovecraft and his circle of influences, sea adventures, and especially the Sargasso Sea tales of William Hope Hodgson, the supplement provides everything a gamemaster needs when players ditch dreamy Arkham to investigate a lead to the missing HMS Terror, to pursue coordinates found in an 18th-century wreck pointing to fabled R'lyeh, or to smuggle contraband out of Cairo right under the nose of the British Empire.

Best of all, **FROM THE TIDELESS SEA** expands on the rich Edwardian setting and lore established in **RAIDERS OF R'LYEH** — offering a new seafaring sourcebook for players wishing to expand their preexisting Mythos campaign, as well as modular mission and campaign resources for gaming in 1900–1914.

Note that **FROM THE TIDELESS SEA** is not a stand-alone roleplaying game, but rather an innovative expansion to be used with **RAIDERS OF R'LYEH** and other d100 systems.

CHAPTER ONE includes rules for the creation of merchant steamships ("tramp steamers") and their crews, and customization options based on in-game experience and rewards; also included are thorough rules for creating any vessel type of the era from a rough schematic, or even from a vessel's gross tonnage — plus options for artillery and other customizations applicable to the players' ship and to a wide variety of other ship types found in the setting.

CHAPTER TWO provides new seafaring backgrounds, skills, and other options for players including an upgraded mariner background plus resources for creating over 80 new professional backgrounds including ship personnel, passengers, and other ship-based adventurers.

CHAPTER THREE lists the various new game mechanics relevant to a seafaring campaign, in alphabetical order for easy reference, covering things such as: Communication and Sight at Sea; Damage & Repair (of ships experiencing things such as collisions, fouling, grounding, storms, etc.); Diving (and the creation and customization of diving equipment); Naval Combat (including artillery, torpedoes, mines, and even harpoons); Scaled Forces (including titanic monsters capable of threatening ships); and Survival (including new rules for survival horror at sea); to name only a few categories.

CHAPTER FOUR covers all the options for merchant campaigns, including voyaging, charters, and seafaring missions — plus an entire structure for running a tramp trade — moving cargo and passengers throughout the world — and leading a merchant vessel crew (or even a shipping company).

CHAPTER FIVE includes nearly 100 pages of toolkits for the gamemaster, including exhaustive setting information, character and faction generation tools and rules (including ship and character tables for creating on-the-fly stats and names of ships, crew members, and passengers from a multitude of countries), an encyclopedia of ship types — including warships, gunboats, submarines, merchant vessels, and a host of auxiliaries, among others — and other elements, plus an entire campaign creation section, to list only a few of the resources.

CHAPTER SIX adds an entire chapter devoted to ports of call, including a system for statting up various types of ports and other seafaring regions — plus a quick reference for over 140 ports, hideaways, and lost worlds of the era.

CHAPTER SEVEN connects directly to the campaign creation resources in chapters five and six, providing step-by-step instructions for creating a wide variety of (mythos- or adventure-based) seafaring missions, mission nodes (for investigations, explorations, voyages, etc.), and plot hooks — and includes an example scenario outline ("Secrets of the Sargasso Sea") illustrating the scenario creation process.

CHAPTER EIGHT provides a new campaign framework detailing a specific Ancient One and other enemies (the identities of which are to be kept secret from the players) — and an epic, world-spanning threat involving: ancient evils, mythos minions, seafaring cults, powerful conspirators, an assortment of interrelating factions, and an isolated cargo liner caught in the middle of the chaos. Also included are new spells, occult paths, variable spell conditions, artifacts, alien technology, and new mythos creature rules (for hordes and titanic-sized, ship-threatening horrors) among other resources.

CHAPTER NINE provides a world sourcebook (detailing over 65 adventuring locations, rich with NPCs, leader dossiers, dramatic situations and plot hooks).

The **BACKMATTER** includes a collection of gamemaster tools — including campaign maps, and complete stats for the merchant vessel SHANTUNG and her key crew members.

Sample file



CHAPTER 1: STEAMSHIP CREATION

FOR EASE OF GAMING, STEAMSHIP STATISTICS ARE abstracted into some very basic attributes. However, because **FROM THE TIDELESS SEA** focuses to some extent on the actual economics of operating and maintaining a merchant vessel, basic shipping mechanics are detailed in these statistics. It is up to the gamemaster to determine if the mariners wish to immerse themselves in the strategies of shipping exotic cargoes, or to instead relegate these details to an atmospheric background.

For simplification, steamship **ARCHITECTURE** is broken down into general areas — with each area defined by its overall function for the ship. Though most tramp steamers — with a few outliers here and there — will share this general area configuration, variations (e.g., berthing quarters, cargo compartments, specialized rooms, added equipment, deck and passageway configurations, refitted housing) within these larger areas will change from ship to ship. The rare ship that defies this general layout will note these changes in its specific write-up.

The **hull** includes the bow (the foremost part of the hull); the keel (the very bottom of the hull, running the length of the vessel); and, the stern (the rear part of the hull). Hull appendages include propellers for propulsion and rudders for steering. The hull may be constructed of wood (especially in older vessels), iron or steel, a composite of iron and wood, or even concrete.

LIGHTING & PLUMBING

The default steamship (e.g., tramp steamer) will be wired for electric light (regulated by two or more fuse boxes; electrocution and conflagration are possible if the fuse boxes fail to properly regulate sudden surges in the current, or if there is a breach in the wiring), though alternates may exist (e.g., petroleum oil, acetylene gas, incandescent burners, natural gas).

For plumbing, holding tanks (part of the deck machinery) hold clean water for hand and dish washing, while sea water is used for baths and toilets. Water is first pumped to the holding tanks, to then be gravity-fed to various outlets. Sewage is flushed back to the ocean through discharge chutes. On higher-rated vessels, first class gets filtered water directly from the holding tanks fed to their private baths and toilets. Both hot and cold water temperatures work reliably on vessels rated above serviceable.

DECKS & COMPARTMENTS

A vessel has numerous levels and compartments divided by decks and bulkheads (dividing walls contributing to the vessel's structural integrity), all connected by passageways and ladders (meaning, both ladders and staircases), and by portholes, windows, skylights, vents, ducts and other crawl-ways. Heavier bulkhead hatches (Armor 7, 50 HP) open or seal off connecting, protected areas — especially those exposed to the weather — while lighter cabin doors (Armor 2, 10 HP) typically open or close off connecting, interior areas. Each cargo hold — with most vessels having four of these, with maybe a reserve hold — has a large cargo hatch on the upper deck, allowing the deck machinery to hoist cargo in and out of the holds. The ballast tanks are filled to various levels to adjust the vessel's trim and to modify its stability. Compartments also contain cabins (private rooms) and heads (toilets), berths (beds or sleeping accommodations), the galley (kitchen) and mess (eating area), and, depending on the vessel itself, any assortment of specialized areas: cold storage (for refrigerated cargo), baggage rooms, mail rooms, or magazines (for storing ammunition and explosive material), among others.

Decks form the horizontal surfaces in a vessel's structure. Sometimes they are numbered or named — especially on a vessel with multiple levels. “Below decks” refers to any of the spaces below the main deck of a vessel. The weather deck is the deck that is exposed to the weather — usually either the main deck or, in larger vessels, the upper deck. A shelter deck is one having no overhead protection from the weather itself, but sheltering the deck below it. A tween deck is located between the main deck (or weather deck) and the hold space. A cargo ship may have one or two tween decks (or none at all). Other decks exist: poop deck, forecastle deck, and so on.

The **superstructure** — or deck erections — includes the deck machinery (see “deck machinery”), bridge (a structure extending the full width of the vessel and housing a command center), poop (an upper deck in the aft part of the vessel) and forecastle (sometimes “foc’sle,” an upper deck in the forward part of the vessel), as well as any assortment of deckhouses (house-like cabins on the vessel's upper deck). Deckhouses themselves may have multiple stories, with their own passageways and apartments or other specialized areas. Such deck erections may include, in various configurations: a wheel house (or pilot house, with a ship's wheel for steering), a bridge wing (an open-air extension of the bridge to port or starboard, for use in signaling), staterooms (private suites), a saloon house (for the officers' mess or quarters, or the passengers' lounge — or both), a smoke room, a chart room (for navigating the ship), or a Marconi-house (see the “Marconi-house” sidebar), among others. Unless otherwise stated, it is assumed that most of the deckhouses on a steamship are constructed of materials more vulnerable than the hull (such as teak wood, with a default armor rating of 2).

The **steering system** includes the rudder (a submerged plane located at the rear of the hull) which turns the boat via a manual ship's wheel (the default setup); the mechanisms of the steering gear are located with the deck machinery.

The **deck machinery** includes a vessel's derricks (their number and lifting capacity in tons), windlass, steering gear, winches, cranes, capstans, dynamos, and a fresh-water condenser (with a default capacity of 100 gallons per hour). Machinery is typically powered by one or more donkey engines. Deck machinery may be upgraded with a variety of options: refrigerating engines (for refrigerated cargo holds or for eccentric passengers), improved steering gear (for better maneuverability), or increased-capacity derricks (for heavier cargoes), and so on.

The **engine department** (in its default configuration) consists of the engine — or multiple engines — and associated machinery, one or more boilers, one or more furnaces, bunkers for storing coal (or for storing fuel oil in a motor ship configuration), one or more donkey engines for powering deck machinery and other secondary equipment, equipment for the engine crew (e.g., trimmers, firemen, engineer), and one or more propellers (with propellers being almost exclusively screw designs). In addition, one or more funnels function as the smokestacks of the vessel, expelling engine exhaust (e.g., boiler steam, smoke). Most mechanized vessels are powered by triple-expansion coal-burning engines, though variations do occur. Outdated (by at least twenty years) compound engines on older vessels offer less efficiency and produce more pollution. Companies began outfitting their vessels with triple-expansion engines starting around 1888, and with more efficient (but less frequently occurring) quadruple-expansion engines around 1894. State-of-the-art vessels (after 1897) may employ steam turbine or geared turbine engines (showing 20 to 30% gains in their profits and efficiency when they do so), or — occurring even less frequently — internal combustion diesel engines. Technically, vessels using internal combustion engines are designated as motor ships (as opposed to steam ships), and (in 1910) are more often commissioned by Russian companies. Lastly, smaller boats or older vessels — or sailing ships refitted for engine power — may use engines with sails as auxiliary propulsion.

The **equipment** includes all of the other components of the ship (e.g., masts, chains and rope, ground tackle with the anchor), including the deck machinery (see “deck machinery”), the boats and safety gear (see “Ship's Boats”), wireless installations (see the “Marconi-house” sidebar) and the lighting and plumbing (see the “Lighting & Plumbing” sidebar).

IMPROVED ARMOR LIMITATION

A vessel's armor improvement (from its base value) is limited by the vessel's bulk and structural design. Its improved armor limitation is equal to its Hit Points divided by 4. A vessel's improved armor limitation may be increased to a number equal to its Hit Points divided by 3 or by 2, but it then limits its best possible Handling to either maneuverable or plodding, respectively. See the “Vessel Armor” table for various armor values.

MARCONI-HOUSE

By default, a vessel is wired for radio telegraphy — and may even have a dedicated Marconi-house set up to send and receive signals from ship to ship or from ship to shore (for the vessel operators, and optionally for the passengers as an onboard service). In 1910, the range of shipboard wireless devices is limited to merely 500 miles, though this is usually enough on regular shipping lanes to pick up at least some chatter (buzzing with all manner of ship-speak) or to send or receive a distress signal (typically as CQD, as simply HELP, or as any other unregulated message). Note that 500 kilohertz is dedicated as the international calling and distress frequency.

CQD distress signal: 

ARMAMENT lists a vessel's primary defenses and military equipment (e.g., machine guns, naval artillery, magazines). By default, a tramp steamer won't carry armament. See “Ship's Armament” for more.

A vessel's **ARMOR** indicates the protection available to the vessel itself and to passengers inside the vessel, and is affected by its hull architecture, materials and thickness — and to a lesser degree by the materials of its deck erections and any other external elements. The wood hulls of earlier vessels provide average ratings of 2, and increase in value — by 25% increments — with added thickness or compound laminate (wood plated with wrought iron and other experimental alloys). The steel hulls of later vessels provide average ratings of 3 (for .25 inch thicknesses), and increase in value — by 25% increments — for each added thickness. Military-grade hulls are designed to protect against artillery fire and provide average ratings of 5, 9 or 14, depending on their grades (grade 1 for improved alloys such as nickel-steel, grade 2 for improved compound solutions such as those producing Harvey armor, and grade 3 for further improvements in the compound process such as those producing Krupp armor). Military-grade hulls increase in value — by 25% increments — for each added thickness (with some vessels possessing 6 to 12 inches of armor). See the “Vessel Armor” table for possible armor values.

HIT LOCATIONS & ARMOR

Though armor measures a vessel's overall protection against outside stressors and damage, in some circumstances — such as when a vessel is taking battery fire and its various hit locations consequently become relevant — the gamemaster may wish to record separate armor ratings for a vessel's hull, superstructure and its other component parts. For example, a vessel may have a steel hull with a deckhouse constructed of teak wood — among other variations. Onboard passengers may use the vessel's bulwark (the extension of the vessel's side above the level of the weather deck) as partial or full cover when attacking or firing from the vessel.

RAIDERS OF R'LYEH : FROM THE TIDELESS SEA

A vessel's **AVERAGE RUNNING COSTS** in dollars — for one month — is equal to its gross tonnage multiplied by 5.

A vessel's **BASE VALUE** is derived from its gross tonnage, and is further affected by the vessel's age, condition, and any additional upgrades. To calculate the base value in dollars, multiply the vessel's gross tonnage by a value equal to its Class & Credit points (e.g., ×25, ×50, ×75). Note that the vessel's actual purchasing price may be affected by a number of variables, including the nature of the buyer, the current market, the vessel's perceived condition, and the haggling abilities of the parties involved. Most purchases go through a shipbroker, who takes a percentage of the sale but who also — theoretically — knows the market thoroughly and can therefore negotiate a better deal for the represented party.

Most vessels are equipped with utility **BOATS**, each of which — based on its size and type — may perform a number of functions: transporting people or supplies to and from shore or another ship; acting as the exclusive taxi for the vessel's officers; providing stealthy movement for patrols, smuggling, or infiltrations; navigating or surveying waters too shallow for the larger vessel; or — as lifeboats — sheltering survivors. Military applications include: ferrying supplies and munitions to shore or ship; acting as landing craft for infantry, scouts, spies, or saboteurs; or — with larger boats — mounting assaults as gunboats using emplaced weaponry. See “Ship's Boats” for more.

A vessel's **BULK** indicates its overall size, as well as its scale in relationship to other vessels. Bulk is derived by dividing the vessel's gross tonnage by 1000 (rounded up). Smaller sailing ships and support boats (e.g., dinghies, row boats, lifeboats) have a bulk of zero.

CARGO CAPACITY provides an approximate measure of the vessel's storage space (in cubic feet). Though a default 65% cargo modifier is used to calculate the cargo capacity, this modifier may fluctuate based on the vessel's stability and architecture, the areas allocated to cargo (e.g., holds, decks), and the logic of the vessel's layout. As a gross simplification, cargo capacity (in cubic feet) is calculated by multiplying the vessel's gross tonnage by 100, then multiplying the result by the cargo modifier (default .65).

A vessel's **CLASS & CREDIT** conveys its overall status and impression, and affects the caliber of its potential passengers. Certain clients won't consider booking a vessel which has a Class & Credit value lower than their own Class & Credit scores (unless, of course, the clients are traveling incognito, or are just desperate enough to take what is available). See the associated sidebar for more.

CALCULATING A VESSEL'S CLASS & CREDIT

Vessels are rated as: **opulent** (with a base Class & Credit of 100, minus the age of the vessel); **refined** (75 minus the vessel's age); **serviceable** (50 minus the vessel's age); **inferior** (25 minus the vessel's age); or **derelict** (unserviceable). Opulent and refined vessels are fitted to attract high-end passengers, with modern conveniences, lavish amenities and ornate details rivaling the best in hotel accommodations; the exteriors and personnel may have the “Royal Yacht touch,” with crafting and service to emulate the appeal of ocean liners. The serviceable vessels may have a few better-kept staterooms or communal deckhouses, but they are generally fitted for work — often exposing structures, pipes, and electrical wiring — with aesthetics and luxuries as secondary considerations.

A vessel's rating (and consequent Class & Credit) is limited by its current **condition**; if the vessel does not meet the requisite condition for its rating, then the rating — along with its Class & Credit value — drops a tier until the vessel is properly maintained (see the “Vessel Condition” table). To maintain an optimal condition, the vessel must be docked for one uninterrupted week per month, or else its condition degrades to good (see “Damage & Repair” in the “Game Mechanics” chapter for more).

VESSEL CONDITION

Condition	Max Rating	Max Class & Credit	Max Range	Repair Time	Repair Cost	Repair Docking	Skill Modifier
Optimal*	Opulent	100 minus vessel's age	Full range	Days	Normal	Docking	—
Good	Refined	75 minus vessel's age	Full range	Days	Normal	Docking	—
Fair	Serviceable	50 minus vessel's age	Full range	Days	Normal	Docking	Hard
Debilitated	Inferior	25 minus vessel's age	Drops two tiers	Weeks	×2	Dry docking	Daunting
Wrecked	Derelict	—	—	Months	×3	Shipyard	Improbable

* To maintain an optimal condition, the vessel must be docked for one uninterrupted week per month, or else its condition degrades to good.

RAIDERS OF R'LYEH : FROM THE TIDELESS SEA

A vessel's **COLLISION DAMAGE** is the amount rolled against another vessel or obstacle after a successful ramming attack or collision. The damage rolled is scaled (meaning the damage is relative to the scale of other vessels and vessel-damaging forces). See the "Vessel Hit Points and Collision Damage" table.

VESSEL HIT POINTS AND COLLISION DAMAGE

Bulk	Collision Damage (scaled)	Hit Points (scaled)
0*	1d6/8/10/12/20 (non-scaled)	Size/2 (non-scaled)
1-5	2d12	Gross tonnage/100 + bulk
6-10	2d12+1d8	Gross tonnage/100 + bulk
11-15	3d12	Gross tonnage/100 + bulk
16-20	3d12+1d4	Gross tonnage/100 + bulk
21-25	3d12+1d8	Gross tonnage/100 + bulk
26-30	3d12+2d6	Gross tonnage/100 + bulk
31-35	3d12+2d8	Gross tonnage/100 + bulk
36-40	3d12+2d10	Gross tonnage/100 + bulk
41-45	3d12+3d8	Gross tonnage/100 + bulk
46-50	3d12+3d10	Gross tonnage/100 + bulk

* Smaller, non-scaled craft sized medium to colossal (e.g., ship's boats)

VESSEL ARMOR

Material	Base	Thicker	Thicker	Thicker
Wood*	2	3	3	4
Steel	3	4	5	6
Military grade 1	5	6	7	9
Military grade 2	9	11	14	18
Military grade 3	14	17	21	26

* Includes wood compounds (e.g., cement, wrought iron, brittle steel)

Military: 1 (e.g., better alloy); 2 (e.g., Harvey armor); 3 (e.g., Krupp armor)

A vessel's **COMPLEMENT** (its crew, including officers) and **PASSENGER CAPACITY** are related to its scale, architecture, and intended function.

A vessel's current **CONDITION** (e.g., **optimal**, **good**, **fair**, **debilitated**, **wrecked**) affects its Class & Credit rating. See "Calculating a Vessel's Class & Credit" for more.

A vessel's **CREW QUALITY** indicates the crew's experience, competency and teamwork — and affects the crew's acquisition of skills and their use at sea and under pressure. An average ship has a crew quality of 3. The crew quality also affects the **ship dice** that are used to check for voyage events. With a default crew quality of 3, a d10 (deck die), d8 (engine die) and d4 (crew die) are used for the ship dice. See "Ship's Crew" for more.

CALCULATING A VESSEL'S CREW & PASSENGERS

To approximate these numbers, first find the vessel's overall capacity (in cubic feet) by multiplying the vessel's gross tonnage by 100, then divide the capacity by 250.

As a default, 10% of this result equals the total ship population (though this default 10% may be increased to 15% or even 20% with special upgrades). One third of the ship population equals the ship's complement; the rest equals the passenger capacity.

One third of the passenger capacity equals first and second class accommodations (including cabins); this number also approximates the total dining hall seats. The remainder of the passenger capacity equals steerage (the section of a passenger vessel that provides inexpensive accommodations with shared toilets and no individual cabins). One quarter to one half of the first and second class accommodations are exclusively first class.

These numbers provide a quick estimate, and may be modified based on the design and logic of the vessel. Note: any specialists (e.g., marines, special teams) are listed with the complement or are included with the armament (e.g., naval gunners).

A vessel's **DIMENSIONS** include its length, beam (the width of the vessel at the widest point), depth of hold (the height from the lowest part of the vessel's hull, at its midpoint, to its uppermost full length deck), and draft (the depth of the vessel below the waterline). For purposes of gaming, a vessel's dimensions are reduced to its length and gross tonnage, except where special situations warrant further details. As a few examples: a shallow channel may threaten a vessel with a deep draft or a vessel overburdened with excessive cargo weight; a refitting plan for a vessel's superstructure may require a wider beam; or, an unusually bulky cargo may damage a tight depth of hold.

SHIP DIRECTIONS

Aft is towards the **stern** (the rear of a vessel), and **fore** or **forward** (often written as "for'ard") is towards the **bow** (the front of a vessel). In other words, the stern is the rear or aft-most part of a vessel, and the stern lies opposite of the bow at the fore-most part of a vessel. Facing forward, **port** is the left-hand side of a vessel, while **starboard** is the right-hand side. From dusk to dawn, the vessel's navigation lights indicate its starboard side by green and its port side by red. **Amidships** is the middle section of a vessel.

A FEW MERCHANT VESSEL TYPES

A **Cargo Liner** has fixed schedules with prearranged routes and ports of call — and typically specializes in either dry goods or fuels and other wet commodities. A **Tramp Liner** has no fixed schedule or published ports of call but rather trades on the spot market, negotiating jobs as they materialize (i.e., the tramp trade). An **Ocean Liner** (i.e., passenger ship) primarily transports passengers — but may also carry cargo and mail. Overlap between categories is not uncommon, as vessels are often refitted to adapt to changing market demands and fickle commodity fluctuations; in game terms, such an intermediate vessel serves as an all-purpose ship carrying cargo, passengers, and adventure. One last special category merits mention: the **Decoy Vessel** (also known as a **Q-Ship**, a **Special Service Ship**, or a **Mystery Ship**) — a merchant vessel concealing heavy weaponry and designed to lure in hostile vessels (e.g., pirates, U-boats) for surprise attacks. It is assumed that at the outset the mariners will operate a Tramp Liner — capable of operating anywhere the game takes them — acting as an intermediate vessel — or one designed to carry both cargo and passengers.

GROSS TONNAGE represents the total measurement capacity of the vessel (or, in other words, the total of the internal cubic capacity of the vessel measured in accordance with the Merchant Shipping Acts) — with one ton representing 100 cubic feet. In game terms, gross tonnage serves as a general indicator of the vessel's size in relationship to other vessels, and it directly relates to several of the vessel's attributes (e.g., bulk, Hit Points, collision damage, cargo capacity, base value).

HANDLING abstracts all of the factors that influence a vessel's maneuverability into one simple difficulty modifier. Most vessels are rated as **plodding**, **maneuverable**, or **fleet**, meaning any relevant maneuvering check is made Daunting, Hard, or Normal, respectively. Typically, this modifier is used whenever a Pilot or other relevant maneuvering check is required to navigate in rough waters, around obstacles, or under tactical conditions (the difficulty modifier is not necessarily applied for simply piloting at top speed on a relatively routine path).

HIT POINTS (sometimes abbreviated as **HP**) indicate how much scaled damage (damage relative to the scale of other vessels and vessel-damaging forces) the vessel can suffer before being rendered inoperable beyond basic repair. A vessel's Hit Points are equal to its gross tonnage divided by 100, plus its bulk (see the "Vessel Hit Points and Collision Damage" table).

INITIATIVE rates how quickly under stress the vessel's crew reacts tactically, seizes opportunities, or moves to action. A crew's Initiative is equal to 10% of the crew's Practical Seamanship skill, added to 10% of either the commanding officer's Command or the crew's Command (whichever is the lower of the two, or zero if the commanding officer has no Command skill). If crew skills are not readily available, a rough Initiative may be estimated by adding 5 to the crew quality (i.e., 3 as an average).

INTEGRITY is an abstract measurement of a vessel's overall structural strength. It conveys the placement, balance and interoperability of the vessel's machinery, bulkheads (the upright walls, particularly watertight and load-bearing walls, within the hull of a ship), and other compartmental areas. Weaker or poorly designed vessels will have an integrity of one (denoted with a ●), meaning that one forceful hit to an area of the vessel (e.g., the superstructure, a cargo hold, the berthing quarters, the engine, the screws) may cause total destruction to that location. The same damage to a vessel with an integrity of 2 (●●) would cripple the location's functionality by 50%, partially rupture an area of the hull, or kill half of the area's present crew or passengers — but still leave the vessel in somewhat operable condition. Any damage to a specific location — which doesn't totally destroy its operability — reduces its functionality to a percentage (equaling the total hits left for the location in proportion to the overall integrity rating of the vessel). For a vessel with an integrity rating of 3, two hits to a single location would leave the location with 33% (one hit left of the integrity 3 rating) functionality. For a vessel with an integrity rating of 4, three hits to a single location would leave the location with 25% (one hit left of the integrity 4 rating) functionality. And so on. The range of integrity values for the era range between one and three, with military vessels generally adding one extra point.

PLIMSOLL LINE

The vessel's **Plimsoll line** (or load-line) is a special marking, positioned amidships, which indicates the draft of the vessel and the legal limit to which the vessel may be loaded for specific water types and temperatures. A daring merchant may overburden his vessel past the Plimsoll line, increasing his potential profit, but while overloaded will consequently suffer a number of repercussions. See "Overloading a Vessel" in the "Voyages" chapter for more.

STARTING SAVINGS

As an optional rule, the gamemaster may allow the players to start with Savings (or possibly debt) — counted in Payment Points. With a successful Class & Credit check, mariners start with Savings equal to their Class & Credit. With a failed check, their Savings equal their Class & Credit minus 1d20. With a fumble, their Savings (or debt) equal zero minus their Class & Credit plus 1d20. And with a critical, their Savings equal twice their Class & Credit plus 1d20.

A vessel possesses a number of spaces available for special upgrades called **INVESTMENTS**. The number of spaces available for such upgrades equals the vessel's bulk multiplied by 5 (maxing out at 50 available spaces). See "Ship Investments & Upgrades" for a list of available Investments.

EARNING AND USING INVESTMENT POINTS

Vessel upgrades may be purchased with **Investment Points** (an adventuring party earns one to three of these points after successfully completing an in-game mission). See "Ship & Crew Improvement" in the "Game Mechanics" chapter for more.

The ship's **MORALE** is **disciplined** by default. When the crew is mistreated or poorly managed (based on the gamemaster's discretion) and fail their morale check, or when a voyage event or other situation automatically degrades morale, the morale rating drops a tier, from disciplined to **functional**, from functional to **dysfunctional**, (making all crew skill checks Hard) and finally from dysfunctional to **wayward** (making all crew skill checks Daunting, after which the crew may abandon the ship or outright mutiny). Repairing morale by one tier takes one week of docking (with base docking costs). While docking, a crew that remained disciplined for its last voyage without dropping a tier may be raised to **optimal** for one voyage — with a successful Command check.

One **PAYMENT POINT** is equal to one percent of the ship's average running costs. In other words, to determine the cash value of one Payment Point for a particular vessel, divide its average running costs by 100.

PAYMENT POINT AS DOCKING COST

As a convenient rule, one Payment Point pays for one day of docking for the vessel — on average. Note that docking costs may vary from this baseline in some cases.

RANGE indicates the geographical distance a vessel can cover before needing to bunker (i.e., refuel). Though maritime distances are measured in nautical miles, for in-game simplicity a vessel's range is abstracted as **regional**, **continental**, **intercontinental**, or **global**. Most of the newer merchant vessels have continental to intercontinental ranges, meaning they can travel from port to port along the same continent (continental range), or from continent to continent (intercontinental range), before needing to bunker. Older vessels may have shorter regional ranges (and consequently tighter shipping routes). A vessel's engine determines its default range: **compound** for continental; **triple-** or **quadruple-expansions** for intercontinental; and **turbines** and **motors** for global. A **sailing rig** has a regional range — accounting for resupply requirements (a vessel with an **engine and auxiliary sails** increases its range by one level).

A vessel — as a default — contains enough emergency **RATIONS** for one month. For a quick calculation of **FRESH WATER STORAGE** (in gallons), find a percentage — using $1d100+20\%$ — of the vessel's gross tonnage. Divide the total gallons by 15 to determine how many crewmen and passengers can be sustained for a month by the water stores (e.g., 1000 gallons sustains approximately 67 people for a month). For a more abstract method of tracking rations, see "Survival" in the "Game Mechanics" chapter.

Over time, a vessel acquires a **REPUTATION** in various circles, just as a character does. See "Ship's Reputation" for more.

For **SAVINGS**, see the "Starting Savings" sidebar.

PAYMENT ON A MERCHANT VESSEL

Traditionally, officers and crew of a merchant vessel receive shares of the ship's earnings. There are 64 shares to be divided among the ship's members — including its investors — with the investors receiving the most shares, followed by the captain and senior officers, and lastly the crew — who each receive a fraction of a share. On a typical ship, investors may collectively receive 20 shares (earning 31.25% of the payout), with the captain receiving 10 shares (earning 15.625% of the payout), each of 4 senior officers receiving 5 shares (earning 7.8125% of the payout), and each of the remaining 14 shares equaling 1.5625% of the payout — to be divided among the other officers and crew.

To make payments easier in-game, shares are paid in Payment Points. Any mariner who is invested in the ship, as a captain, senior officer, or lower-ranked officer or crew member, receives 16, 8, or one (or less than one) Payment Points, respectively, as his share of the dividends. It is up to the gamemaster to determine how each crew member is paid according to his position on the ship. By default, only the most senior of the crew members receive an entire Payment Point, while the lower rates receive one half, one quarter or one tenth, according to their rate in the hierarchy.

Note that as a convenient shorthand, the average crew member may elect to take a fixed income of \$50 for the month — in lieu of a share payout.

If the players are the senior officers of the vessel, then they are paid according to their ranks as senior officers (e.g., captain, subordinate officer). If they are lower-ranked officers or crew members, then it is up to the gamemaster to determine the appropriate payments based on a player's rank or rate.

DOLLAR COST OF AN INVESTMENT

The gamemaster may wish to calculate a dollar cost — or a black market value — for an Investment. The base cost of an Investment — in dollars — is equal to the value of one Payment Point for the purchasing vessel (or to a Payment Point value of 150, if a universal value is desired), multiplied by 25, multiplied by the Payment Point cost for the Investment (e.g., 4 points for C-rated artillery), multiplied for rarity $\times 2$, $\times 4$, $\times 8$ (all the way up to $\times 100$).

RAIDERS OF R'LYEH : FROM THE TIDELESS SEA

STEERING indicates the time — in Battle Rounds — that a vessel takes to complete a tactical maneuver — such as circling, spiraling, coming to a full stop, accelerating to tactical speed, zig-zagging, evading a collision, or positioning itself in an advantageous position against another vessel. A light, small and fleet vessel may have a steering time of one round (roughly a minute), while a heavy, massive and plodding vehicle may have a steering time of up to 12 rounds (roughly 12 minutes). Note that a vessel can perform some of its defensive maneuvering (e.g., evading a collision or countering a circling maneuver) in half the steering time. To find a vessel's steering time, see the "Steering Times" table. As a side note, to know a vessel's **tactical diameter** (the tightest circle the vessel may make as it turns to port or to starboard) — in yards — multiply its length by 3, 4 or 5 (for Handling rates of fleet, maneuverable, or plodding, respectively) and divide the result by 3.

TOP SPEED for a vessel is based on its method of propulsion (e.g., sail, triple-expansion engine, motor) and indicated in knots. The default travel speed for a triple-expansion engine is 10 knots (or more for the larger and more powerful vessels, up to over 20 knots) with a tactical Move speed of 300 yards during a Battle Round (or more for the larger and more powerful vessels, up to 600 yards).

TOP SPEED, TRAVEL SPEED & MOVE

A vessel's Move is determined by its top speed, with a **Move** of 300 yards for 10 knots, and an increase of 150 yards for every additional 5 knots (max 600 yards) — or a decrease of 150 yards for anything under 10 knots. A vessel's **travel speed** is equal to 10 for every 10 knots of top speed (rounded down) — or to 5 for a top speed below 10 knots. Thus, a state-of-the-art vessel with a top speed of 24 knots would have a Move of 600 yards and a travel speed of 20 knots, while an out-dated mid-century vessel with a top speed of 8 knots would have a Move of 150 yards and a travel speed of 5 knots.

VESSEL lists its name and year of origin. If relevant, the names of its builders, its general type, its engine type and horsepower, its nations of origin and registration, its flag, its base of operation, any changes to its ownership, or any other pertinent details about the vessel may be described.

MARITIME FLAGS & SHIP PREFIXES

A vessel's **maritime flag** is related to its country of registration. A merchant vessel may also fly a flag identifying its company and branding (e.g., Cunard, White Star, United Fruit). A vessel's **ship prefix** is an abbreviation prepending its name, often identifying its type of propulsion or some other arbitrary categorization. Common prefixes include SS for Single-screw Steamship, RMS for Royal Mail Steamship and HMS for Her Majesty's Ship.

STEERING TIMES — FOR MOVE 300 YARDS *

Vessel Length	Fleet	Maneuverable	Plodding
200 ft. or under	one round	2 rounds	3 rounds
200 to 300 ft.	2 rounds	3 rounds	4 rounds
300 to 400 ft.	3 rounds	4 rounds	5 rounds
400 to 500 ft.	4 rounds	5 rounds	6 rounds
500 to 600 ft.	5 rounds	6 rounds	7 rounds
600 to 700 ft.	6 rounds	8 rounds	10 rounds
700 to 800 ft.	7 rounds	9 rounds	11 rounds
800 ft. or over	8 rounds	10 rounds	12 rounds

* For a Move of 600 or 450 yards, decrease the steering time by half or a quarter, respectively (minimum one round).

METHOD OF PROPULSION

The default tramp steamer has a triple-expansion engine with a top speed of 12.5 knots and a travel speed of 10 knots. For convenience, other default top speed, travel speed and Move values may be found in the "Method of Propulsion" table. However, speeds may vary for each type, outside of the default.

METHOD OF PROPULSION

Propulsion	Top Speed	Travel Speed	Move
Rowing	3 *	3	—
Sail	5 *	5	150 yards
Compound engine	10	10	300 yards
Triple-expansion engine	12.5	10	300 yards
Quadruple-expansion engine	13.75	10	300 yards
Turbine	15	10	450 yards
Motor	15	10	450 yards

* Favorable or very favorable conditions double or triple top speed.

SHIP ARCHITECTURE

Key *	Area
1	No. 1 cargo hold
2	No. 2 cargo hold
3	No. 3 cargo hold
4	No. 4 cargo hold
5	No. 5 (reserve) cargo hold and steering system
6	Engine department
7	Tween decks (aft, amidships, and fore)
8	Poop (aft section)
9	Funnel (smokestack)
10	Bridge and other deckhouses amidships
11	Foc'sle (forward section)

* See "Ship Architecture & Gross Tonnage" diagram.

SHIP'S BOATS

Most vessels are equipped with utility boats, each of which — based on its size and type — may perform a number of functions: transporting people or supplies to and from shore or another ship; acting as the exclusive taxi for the vessel's officers; providing stealthy movement for patrols, smuggling, or infiltrations; navigating or surveying waters too shallow for the larger vessel; or — as lifeboats — sheltering survivors. Military applications include: ferrying supplies and munitions to shore or ship; acting as landing craft for infantry, scouts, spies, or saboteurs; or — with larger boats — mounting assaults as gunboats using emplaced weaponry.

The number of utility boats a vessel carries is related to the vessel's size and passenger capacity, but is largely dependent on the discretion of the vessel's operators (and the discretion of the gamemaster). Maritime authorities have yet to determine a fixed system, and proposed numbers are often in conflict with the realities of balancing and loading a vessel. A smaller vessel (around 1000 gross tonnage) may carry 2 medium boats, 2 large boats and possibly one huge boat, while a larger vessel (3500 gross tonnage) may carry 2 large boats, 2 to 6 huge boats, and probably one to 2 enormous boats. The Titanic (46,000 gross tonnage) carries 6 huge boats and 14 enormous boats.

BOAT EQUIPMENT

Boats of large size (or above) carry equipment usable by survivors. A default setup may include: 10 oars, a sea anchor, two bailers (for bailing water), 150 feet of tow rope, two boat hooks, two 10-gallon tanks filled with fresh water, a mast and sail, a compass, a lantern (60 hours) with matches, and watertight metal provision tanks filled with food rations (biscuits) for three days (for a number of passengers equaling the boat's carrying capacity).

A boat in disrepair may be missing any number of these items. A boat in shipshape condition may add to its inventory any or all of the following: canvas and cords for sheltering, fresh blankets, spare lifebelts (Swim made one degree easier), two flashlights (8 hours), an emergency signal mirror, a first aid kit (10 applications of First Aid), two hatchets, two survival knives, and two wooden supply boxes (containing basic toolsets, Mechanisms or Survival applications) for jury-rigging makeshift survival solutions.

BOAT PROPULSION

A boat may be powered by oars, sails, or (infrequently for the period) motor. Its steering system is logically connected to the propulsion, with simpler rowing boats using oars for direction and more complex sailing boats using rudders. Many large to enormous boats will include both oars for rowing and rigging for sails (with a default sailing speed of 5 knots).

SHIP ARCHITECTURE & GROSS TONNAGE

