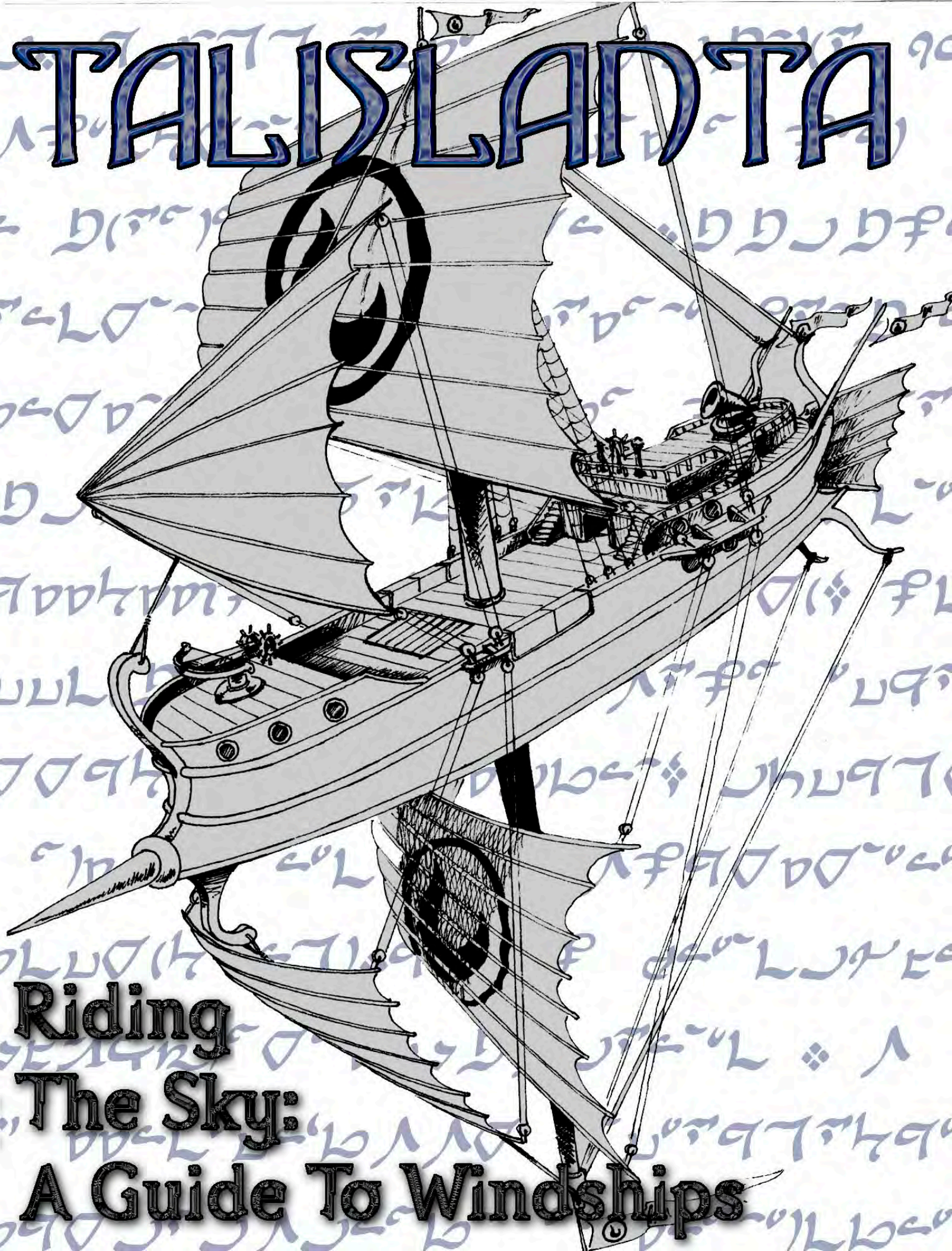


# TALISLANDTA



Riding  
The Sky:  
A Guide To Windships

# Talislanta

Fantasy Roleplaying Game

## Riding the Sky: A Guide to Windships

---

### DESIGN TEAM

---

#### CREATIVE DIRECTOR

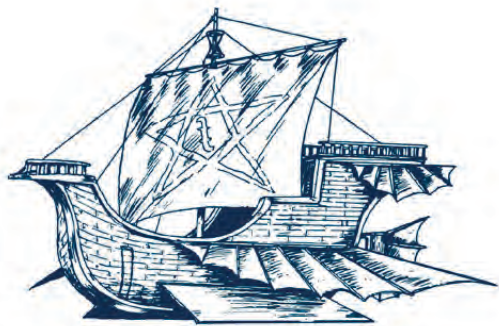
K. Scott Agnew

#### WRITING & GAME DESIGN

Adam Black

#### EDITORS

K. Scott Agnew



#### LAYOUT & GRAPHIC DESIGN

Kevin Knight

#### PAGE BORDER

Ben Richards

#### ART DIRECTOR

K. Scott Agnew

#### COVER ART

Adam Black

#### ILLUSTRATORS

Adam Black, PD Breeding-Black

---

The **Talislanta** game and fantasy world are the creations of Stephan Michael Sechi. **Talislanta** is a trademark of SMS, and is used by Morrigan Press Inc. under license. All rights reserved. *Riding the Sky: A Guide to Windships* is ©2006 by Morrigan Press Inc. and Stephan Michael Sechi .  
Electronic Edition February 2006.

---

MOG1013e

MORRIGAN PRESS INC.

46 Weldon Street

Moncton, New Brunswick E1C 5V8 Canada

On the Web: [www.morriganrpg.com](http://www.morriganrpg.com)

Email: [talislanta@morriganrpg.com](mailto:talislanta@morriganrpg.com)



# Riding the Sky: A Guide to Windships



Windsailors are a breed apart from their seagoing cousins; a fact which they never hesitate to point out to anyone within earshot. There is truth to the bravado, however, as more than one ocean sailor has found when he has set foot upon a windship for the first time.

Other than the obvious difference in sailing environment, the first and most important difference is in the design of the ships themselves. In the simplest sense, windships are two sailing vessels, joined at the keel, one above and one below. The sum of these two parts are called the “Up and Under”, and can prove a bit daunting to the neophyte. The average seagoing vessel is a mad tangle of rope, pulleys, nets and sails to begin with; the windship is all this times two.

In the sections which follow, your humble author will endeavor to simplify the anatomy and workings of the average windship. Terminology will also be covered in detail, as windsailors truly speak a language of their own. Finally, a number of specific windship models from each class will be showcased, in order to further acquaint the reader with this elegant means of transportation.

## Anatomy of a Windship

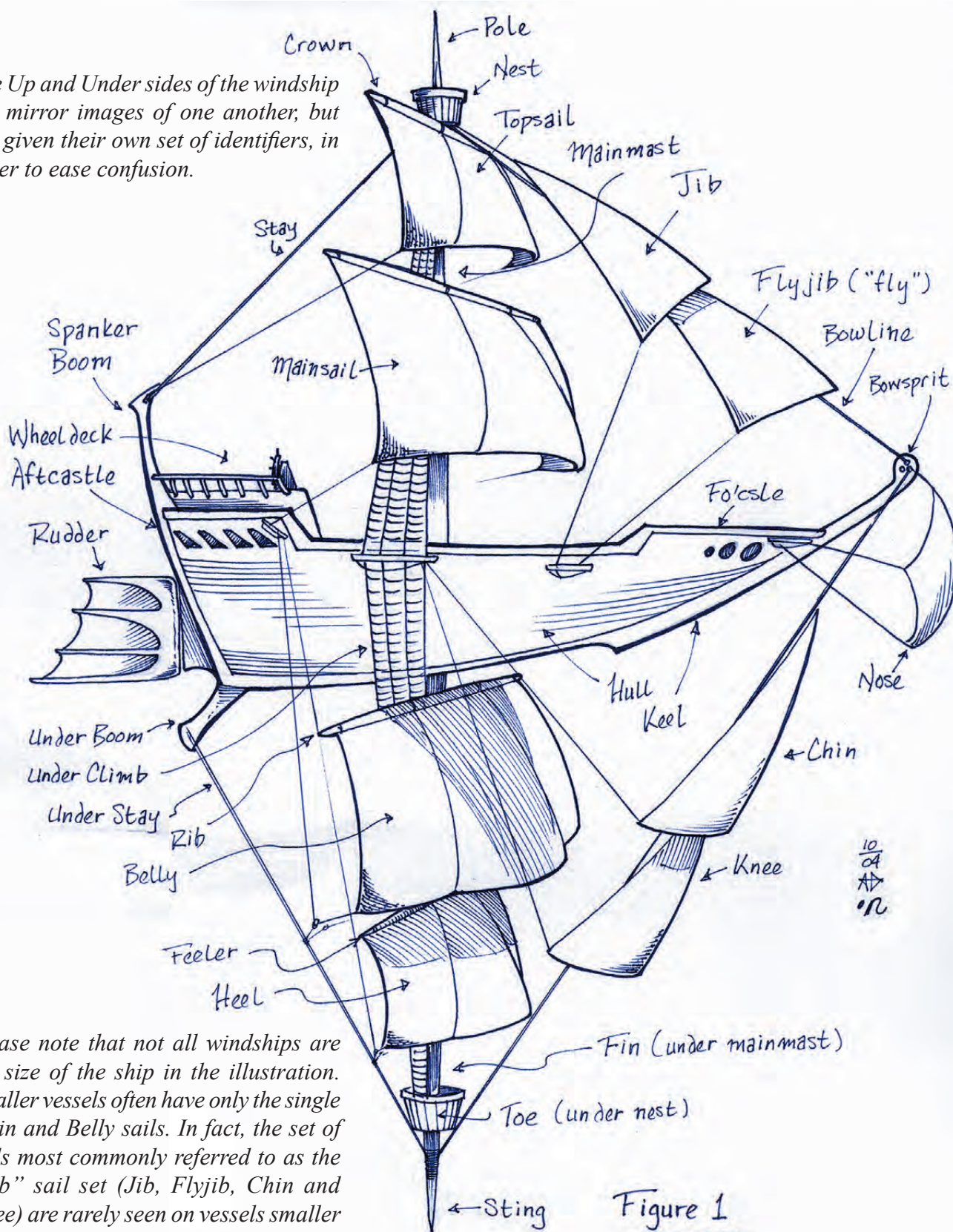
The seaman will recognize most of these terms, as they are taken from the sailing vessels he is already familiar with. Indeed, in the New Age, waterborne craft precede windships by at least four centuries, depending on whom you ask. This does not include, of course, the Phantasian windships.

As a result, the “Up” portion of the windship takes its anatomical nomenclature directly from seagoing vessel terminology. The “Under” portion, however, is a hodgepodge of vernacular, humanoid anatomical reference and a few smatterings taken from Forgotten Age writings.

The student of windsailing should make himself well-acquainted with the following charts:

## WINDSHIPS

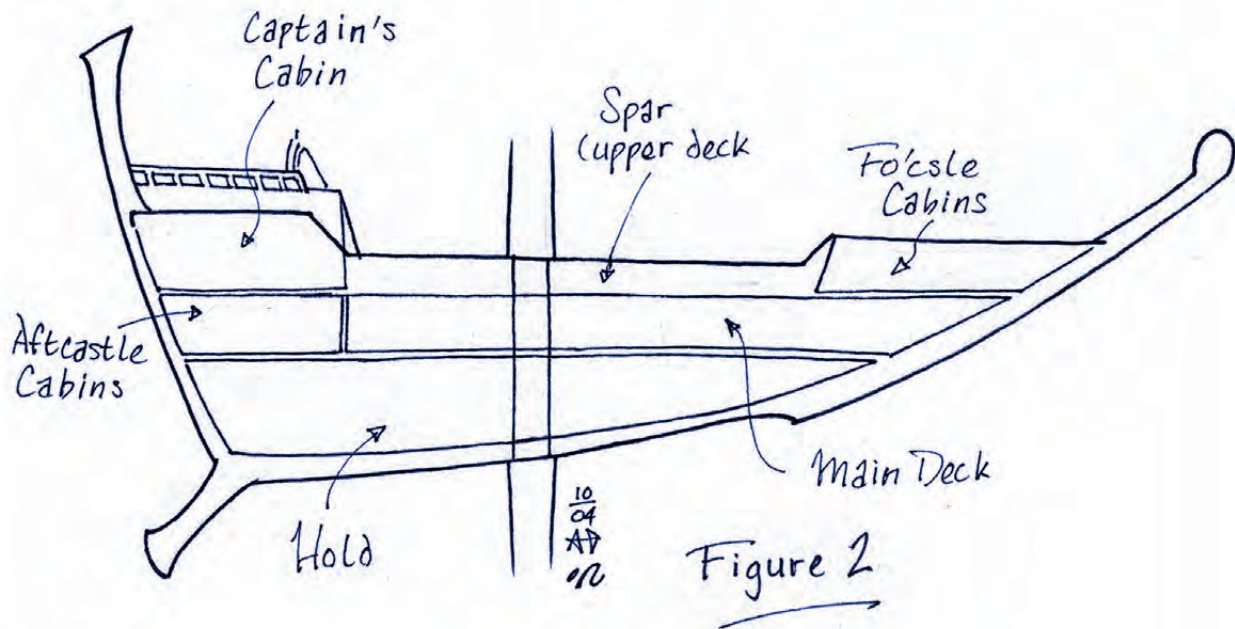
The Up and Under sides of the windship are mirror images of one another, but are given their own set of identifiers, in order to ease confusion.



Please note that not all windships are the size of the ship in the illustration. Smaller vessels often have only the single Main and Belly sails. In fact, the set of sails most commonly referred to as the "Jib" sail set (Jib, Flyjib, Chin and Knee) are rarely seen on vessels smaller than 40 feet.

Figure 1

Inside the Windship, one will find different levels, depending on the size of the ship. The chart below illustrates the interior of the vessel shown above. Note that not all windships are this “roomy”.



**Notes:**

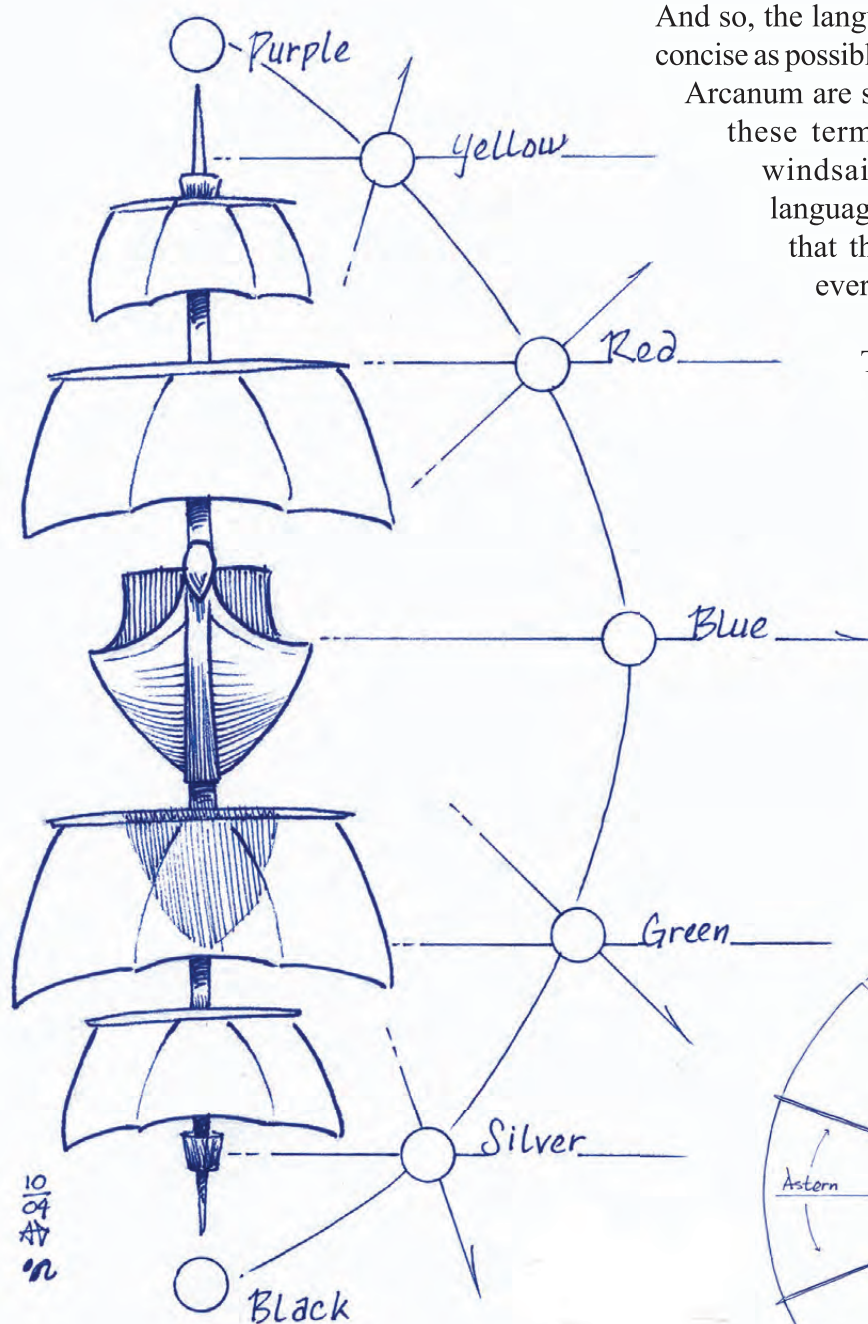
As mentioned before, not all windships are blessed with this amount of cargo and living space. Oftentimes, the Main Deck is the only deck below the Spar, and serves not only as the Hold, but also as the sleeping quarters of any passengers normally assigned to the Stern and Aftcastle Cabins. On ships this size, the crew often sleep on the Spar, directly “under the stars”, as they say.

A Captain's Cabin is almost always present on any vessel crewed by five men or more, no matter what its size may be.

# The Language of Windsailing

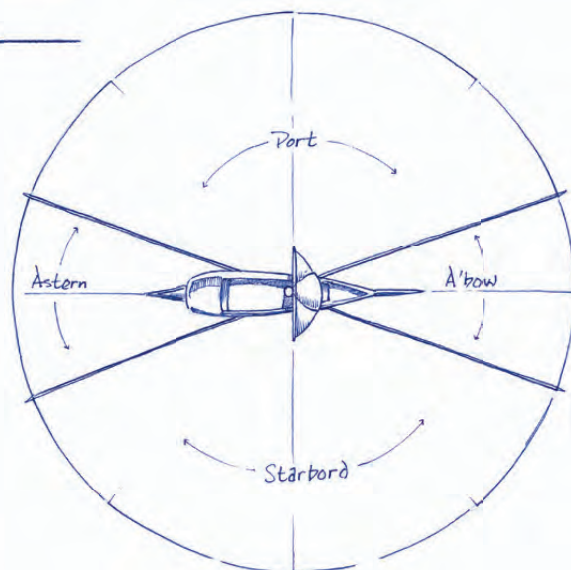
Almost as varied as the components of a windship is the language of its crew. This language is essential to the proper workings of a windsailing vessel—as circumstances often prevent an airman from giving a lengthy account of sudden occurrences. Timing is essential when operating these vessels, even under the fairest of conditions.

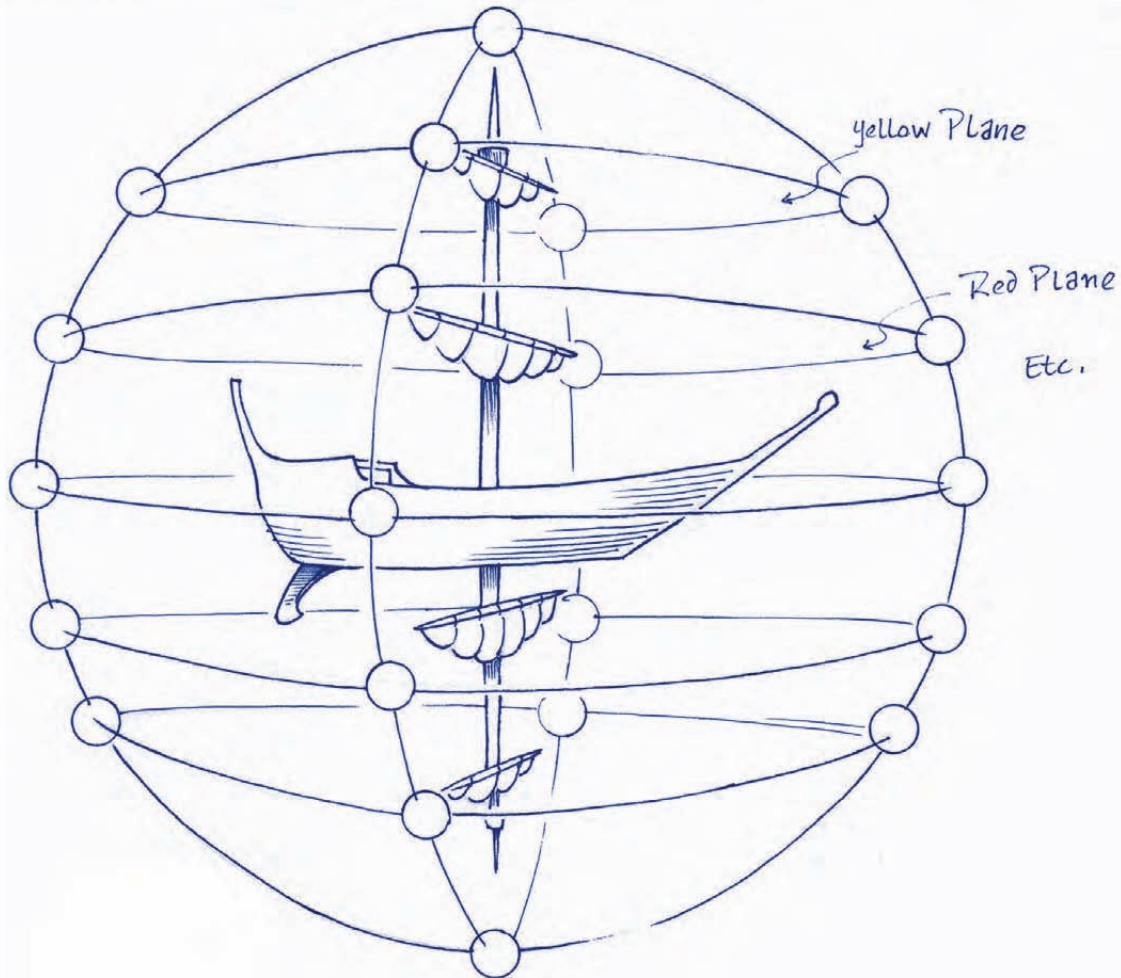
And so, the language of windsailors is as short and concise as possible. Airmen-in-training at the Lyceum Arcanum are schooled and tested extensively on these terms, to the point where seasoned windsailors are easily identified: this language is so ingrained in the windsailors that they use the nomenclature even in everyday conversation.



The first item of note is the divisions of space around a windship. Windsmen divide the air all around them into twenty-eight distinct regions, bounded by invisible lines they learn through weeks of practice.

These twenty-eight regions can be divided into four major regions: Fore (front), Aft (rear), Port (left side) and Starboard (the right side). Each of these four regions, in turn, can be further





divided into seven “planes”, ordering from directly above the windship to directly below. Each of these planes are named after one of the seven moons, both for familiarity and ease of remembering.

Windsailors imagine the seven moons as starting directly above the Pole, and arcing around to directly under the Sting. For the sake of speed, these regions are not referred to by the name of the moon, but rather by the color. See the following illustration for clarification:

Note how each moon can be visualized as a “plane” in relation to the windship; parallel to the horizon, as illustrated with the colored lines. This is a simple and effective means of instantly giving positional information of objects in relation to the windship itself.

For instance, a cry of, “*Batranc! Red to Starboard!*” describes the current position of the avian as being on the right side of the ship, about Yardarm height.

As for distances, windsailors measure “by eye”, and use what is known as the “length”. A length is about 50 feet, the average length of a windship from stem to stern. So the batranc sighting might be further clarified with, “*Batranc! Red to Starboard! Four lengths!*” This would not only give the creature’s relative position, but would place the beast at approximately 200 feet away.

A “half-length” is, of course, about 25 feet. “Quarter-length” is usually 15 feet or less.

A windsman envisions an orb surrounding his vessel, its diameter equal to about twice the length of the ship. With this orb in mind, he can quickly and

efficiently report any and all objects with accuracy, as well as quickly process the information reported to him by his windmates. See the below illustration for further clarification:

# Ship-to-ship Communication

Thus far, we have covered the language used by airmates aboard the same vessel. But how do two or more windships communicate with each other, especially over long distances?

The first and most obvious answer is, of course, magic. Windsailors project their voices over long distances, using spells and cantrips designed to enhance volume. Visual spells—used to spell out words or maps in the sky for the other ship's captain to see—are also used.

Another method of communication involves the use of Blue Aeriad couriers. Since most Blue Aeriad view such duty as demeaning of their Talents, this form of communication is rarely used except in emergencies. More often, various breeds of carrier avir also serve in this regard.

However, both of these methods have their drawbacks. In the case of magically-enhanced vocal communication, there may be a time when the information to be relayed should not be “broadcasted” so loudly. This is often the case when windships find themselves over unfamiliar territories full of listening ears, as well as windships sailing over the city of Cymril at night. No one wants to be awakened by airmen barking orders in the middle of the night. The physical courier method is preferable under these circumstances, but also has some troublesome downsides. For instance, what good is a courier in a sky full of predatory Batranc or mating Aeroplasm?

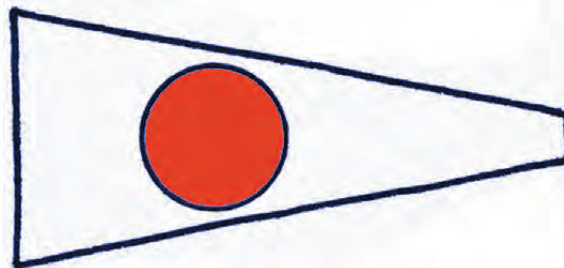
Windsailors have a non-magic backup method of communication, one which has served seagoing vessels for centuries: the use of flags.

Flags come in two types: lettered and symbolic. Lettered flags are simply that: each pennant has a single letter, in High Talislan, and are strung together to make simple sentences. Low Talislan is usually unused for this purpose, as they require more letters to create words in most cases. These flags are white, with black letters, for visual clarity.

Symbolic flags are used to convey a complex idea simply and instantly. These range from simple “yes” or “no” answers, to pleas for assistance. A list of flags is given below. Unless otherwise noted, all these flags can be flown from either the Bowline, the Cutter, or the Stays (both Up and Under).

## EMERGENCY

Flown from both the Pole and the Sting.

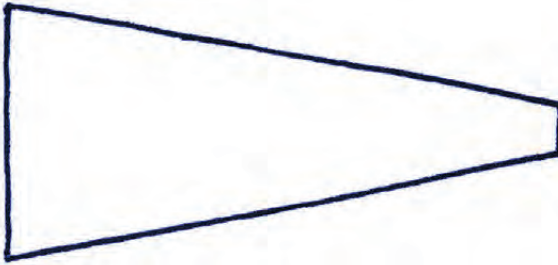


## MESSAGE ACKNOWLEDGED.

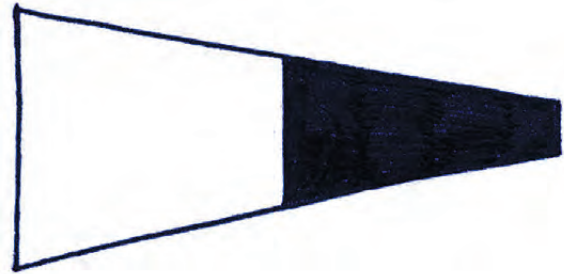


### PEACE OR TRUCE

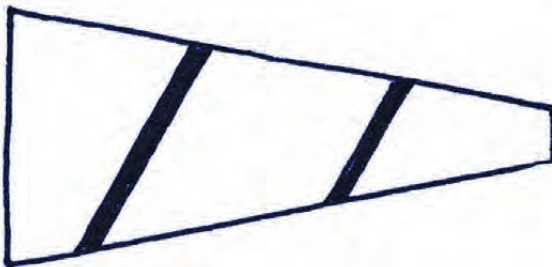
Flown from both the Pole and the Sting.



### HOLD YOUR POSITION



### REQUEST PERMISSION

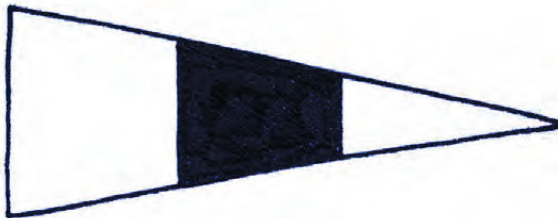


Other flag types and their respective placement include:

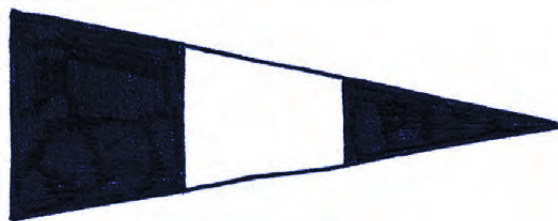
**Colors:** These include national flags, or other politically-indicative pennants. These are flown from the Up and Under Stays.

**Personal:** Privately-owned windships often fly the colors of the owner, and always fly from the Pole and the Sting.

### TO BOARD OR DOCK. REQUEST GRANTED



### REQUEST DENIED



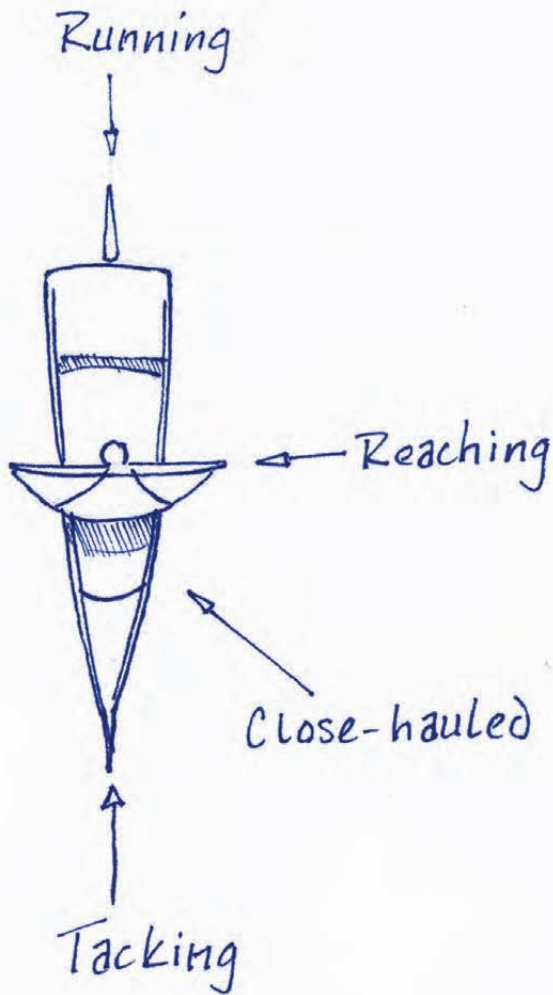
## The Wind

The most important factor in windsailing is, of course, the wind. It should come as no surprise that airmen have devised their own vocabulary regarding this often unreliable elemental force.

The two main directions of wind travel are known to non-sailors simply as “upwind” and “downwind”. However, to the sailor and airman, these are referred to as windward and leeward, respectively.

Furthermore, the direction of the wind in relation to the vessel’s orientation is a crucial factor in speed. There are four major directions of wind to take into account, as shown in the diagram below. Seamen will already be familiar with these terms, however their influence on the windship is far different than with the waterborne craft they are used to.

## WINDSHIPS



When the wind is running, it is blowing from the stern of the ship.

A reaching wind is one that blows from either port or starboard.

Close-hauled wind blows from the bow, slightly to port or starboard.

Tacking wind blows directly over the bow, and requires the ship to continuously move in a zig-zag fashion in order to successfully use this type of wind for travel. This is known as Sailing to Windward.

(note that in this diagram, the windward side is the port side of the ship; leeward is starboard...)

These terms are common in both wind- and water-sailing. Due to the differences between the vessels, their impact upon travel and speed have very little in common with one another:

	Watercraft	Windships
Running	2/3 speed at best	full speed
Reaching	full speed	2/3 speed
Close-hauled	half speed	1/3 speed
Tacking	1/3 to 1/2 speed	1/4 speed, if at all

*Note that the above figures are approximations at best.*

The differences the effects of wind direction in relation to the vessels means that seamen aspiring to become windsailors must change their thinking. Likewise, airmen need a fair amount of reeducation in order to operate waterborne craft of any type. Being a windsailor does not make one a seaman, and vice versa.

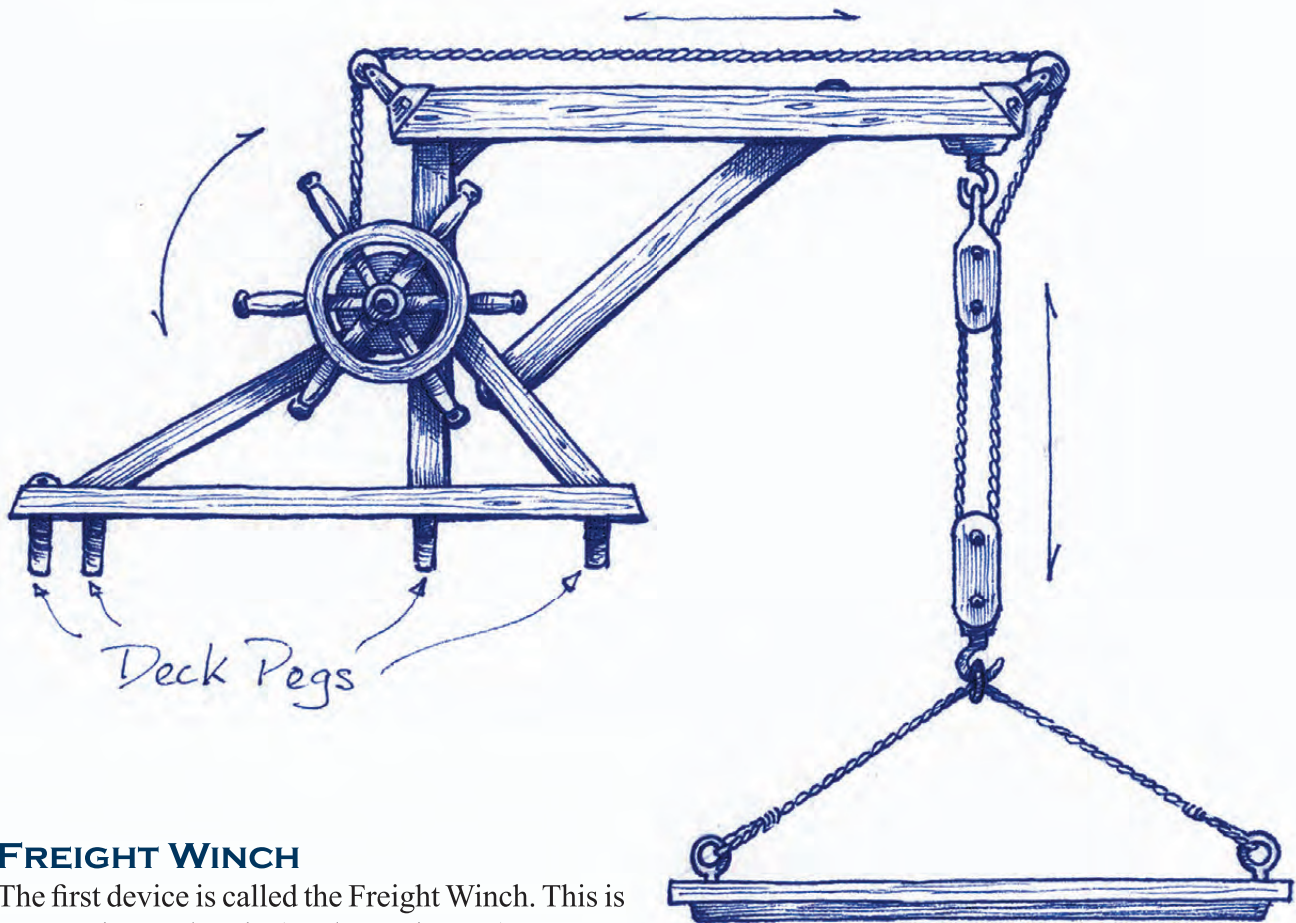
This is especially true in the case of storms, called "squalls" by sailors of both wind and water. While the sea vessel's captain must face port or starboard sides to the storm and the resulting waves, the windship captain simply flies above the storm. When he cannot, the windship captain must face either bow or stern into the wind. Refer to the diagram in Part One, which shows the Storm Anchor commonly used to keep the windship facing leeward until the storm subsides.

## Other Windship Accoutrements

Windships are commonly outfitted with numerous useful devices. Two of the most common are illustrated below.

The winch itself is a simple beam-and-pulley device, usually mounted on the port side of the Spar. It is removable, anchoring itself to built-in brackets fastened firmly to the Spar itself. A simple diagram follows:

This is a conveniently simple device, and can be put together by two or three seasoned crewmen in under



### FREIGHT WINCH

The first device is called the Freight Winch. This is a necessity, as the Fin (Under Mainmast) prevents a windship from getting its hull close enough to the ground to allow for the loading and unloading of cargo ("ballast") or passengers.

Of course, most windships do not use the Freight Winch very often, as windship docks serve quite adequately for purposes of loading and unloading ballast and personnel. On the occasion where no windship dock is present, however, the Freight Winch is an indispensable tool.

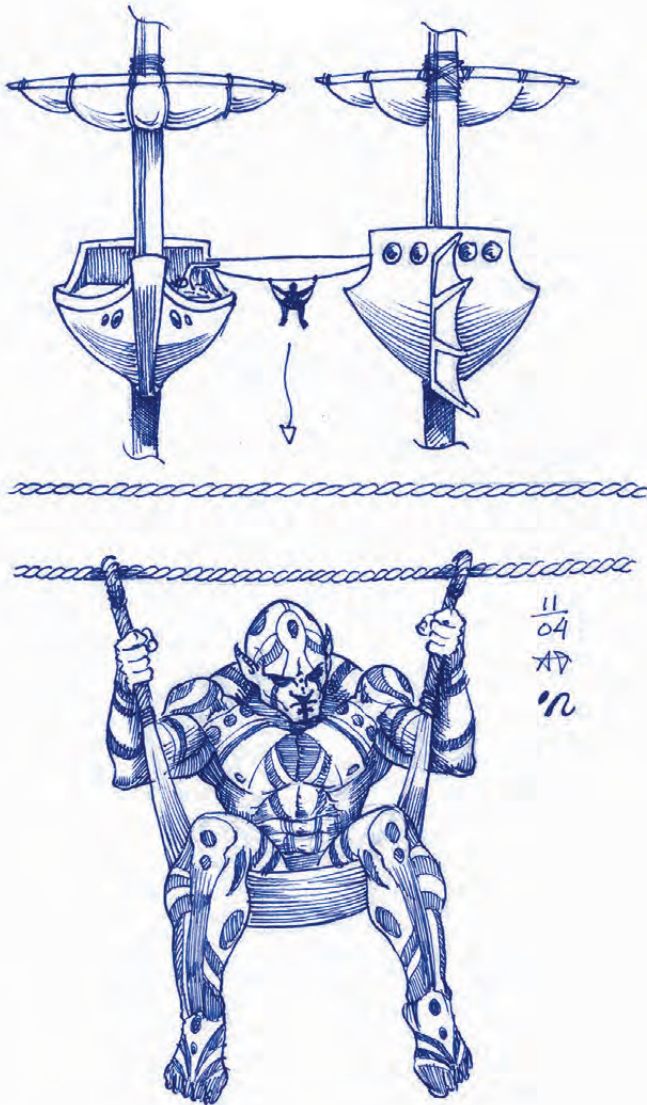
20 minutes. Disassembling and stowing the device back in the Hold usually takes half that amount of time.

The standard model comes with a 25 square-foot platform (5 feet on a side) and 150 feet of rope. It usually sells for about 45 gold lumens.

## WINDSHIPS

### THRALL'S CRADLE

Another extremely useful device is used when shuttling personnel between airborne windships. Normally, simple Levitation Spells suffice in this regard, but an occasion arises where the person to be moved is either unfit or unwilling to use such magical means. In these cases, the Thrall's Cradle is employed.



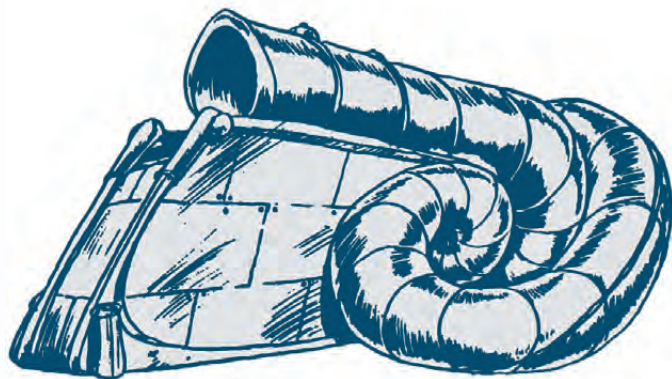
The Thrall's Cradle is a simple device, consisting of a simple hammock strung under ropes running between two windships. Oftentimes, the anchors for this device are Freight Winches set up on either ship.

Crewmembers on either side work the ropes in order to transport the passenger. This device is used primarily when both vessels are hove to. Only the most skilled (or foolhardy) windship captains utilize this device while moving.

The Cradle is a simple device, and sells for about 5 gold lumens. Rope not included.

### WIND MACHINE

Another useful device often found on windships is the Dracartan Wind Machine. This device offers a measure of security and convenience, especially when the windship finds itself becalmed. Rather than float around waiting for a breeze, the captain can simply engage the wind machine until a suitable wind is found. However, due to the size and weight of these devices, they are never found on windships less than 60 feet in length.



### LEVITATIONALS

A levitational is an enchanted device which gives the windship its means of remaining aloft indefinitely. Make no mistake: this is the only way a windship doesn't come hurtling out of the sky, crashing to the ground.

There are two types of levitationals prevalent in windship archaenology. The first is the older levitational, which consists of a seven-inch square crystalline box, with a small gold replica of the ship immersed in levitational fluid. This method

of levitational construction relies more upon the “sympathetic magic” principle so common to ancient magical Orders such as Witchcraft. Indeed, if the box were to be drained of fluid, the ship would no longer remain aloft.

The newer version consists of an enchanted crystal protected within a metal box, and is considered much more stable. Unlike the crystalline box, the newer crystals stand up better to such hazards as ship impact, accidental damage, and Black Lightning. Both types of levitational are secured belowdecks, usually bolted to the aft side of the Mainmast, which often extends down into the Hold, for reasons of stability. Some windship designers, however, choose to move the levitational more to the fore or aft of the vessel, as windships tend to use their own levitationals as a yaw axis. Some minor turning improvements can be gained from this practice.

The modern levitational is utilized through a column mounted on the wheeldeck. Upon the top of the column is a lever, attached to the levitational itself by means of sturdy, yet thin, twisted metal cables which pass through the hollow column and down into the bowels of the vessel. These cables penetrate the crystal housing, where the crystal is mounted to a small wheel-like device, which has a vertical rotation.

By moving the lever on the wheeldeck, the windship pilot rotates the crystal in its protective housing, adding (or subtracting) altitude. Note that there is no “ceiling” to a windship’s altitude, other than the physical limitations and needs of its crew. The lever simply makes the boat float more “up” or “down”. Once the desired altitude is reached, the pilot returns the lever to a neutral position, and the vessel remains at that altitude until the lever is moved again, although adverse winds and other weather conditions certainly have a substantial impact upon a windship’s altitude.

It is this lever-cable-wheel-crystal configuration

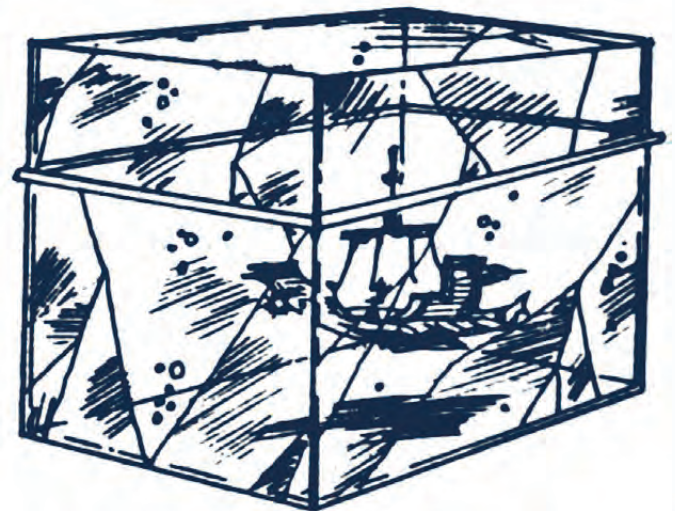
sea-vessel pilots, windpilots often find themselves with one hand on the wheel, the other on the altitude lever. It also contributes to the prohibitive cost of mounting a levitational in a ship in the first place.

As for the mechanics of the older version of the levitational, the entire crystalline box was mounted to a dazzling array of pulleys, platforms and cables which raised and lowered the box to adjust altitude. If the mechanisms were worn out enough to break—or if the ship endured any sort of sudden jolt—the box would often fall to the floor of the Hold and shatter, instantly causing the windship to plunge to its doom, taking all hands with it. Clearly, the newer levitational design is safer than the old, although both are considered by some to still be risky in the extreme.

**Costs:** Installation of a levitational exceeds one thousand gold lumens, for reasons cited above. Mounting the levitational anywhere but the Mainmast usually results in the cost doubling or tripling.

#### BENEFITS OF ALTERNATE MOUNTINGS

When mounting a levitational further forward, the ship gains an additional 30 degrees of turning radius, but also requires an extra -2 for the Pilot’s Skill Roll. Mounting the device further aft gives an additional 20 degrees of turning, and does not subtract from the Pilot’s roll at all.



## Classes of Windships

Windships are normally divided into four categories:

**Windriggers:** small one- or two-person craft, seldom more than 20 feet in length;

**Windsiffs:** vessels up to 40 feet or so in size, usually with a crew of ten;

**Windships:** larger craft, 50 or so feet in length, crewed by anywhere from 15 to 30 airmen; and

**Windships of War:** military vessels exceeding 150 feet in length, and requiring a crew of up to 150 seasoned airmen.

However, windsailors have their own classifications of windships, based upon such factors as:

- ✿ the number of masts
- ✿ configuration and style of sails
- ✿ number of decks
- ✿ amount of cargo space, and so on.

These classifications apply to the four previous categories of windships listed above, and are meant to further clarify the capacity and uses of the vessel in question.

What follows is the Airman's Classifications of Windships:

*Note that "single-masted" or "double-masted" indicates the number of masts on the Up side only. That is, single-masted vessels have both a Mainmast and a Fin, double-masted ships have two masts both Up and Under, etc....*

**Sloop:** single-masted vessels, with a single mainsail and single jib (no Topsail or Heel).

**Kite:** as "Sloop", above, only without the jib.

**Skip:** single- or double-masted ships, with only Up and Under Mainsails and Topsails.

**Dhow:** a word taken from the Dracartan Tongue, used to signify a vessel with triangular Mainsails, which are often seen on Dracartan Dune Ships. The triangular shape is efficient for smaller ships, especially when Tacking or running Close-hauled. These vessels are also distinguished by the diagonal orientation of the Yardarm. However, this sail shape and Yard orientation is of little use to vessels 50 feet and over.

**Ranger:** Triangular-sailed ships with slanted Yardarms, these are similar to the Dhow, above. However, these ships are usually Windriggers, built as scouting vessels. As a result, they have no fore- or aftcastle, and very little in the way of Hold. They are very fast and very maneuverable, but not easy to pilot at all.

**Cutter:** Double-masted vessels, usually 50 to 90 feet in length, with a full compliment of sails. Many also employ extra sails called "Spankers", which are flown from the Up and Under Stays. The largest also use "Stunsails", which fly from port and starboard extensions of the Up and Under Yardarms. These vessels are very narrow, and very fast.

## A Gallery of Windships

The following is a small sampling of windships which possess design traits the author feels would be of interest to the student of windship study. The gallery is divided into three sections: Superb, Unfortunate, and Archaen designs.

### SUPERB DESIGNS

The vessels below all have one thing in common: an excellent amount of foresight on the part of their designers. Each design builds upon the norm, rather than attempt to reinvent the arcanology altogether.

The first vessel won the award of "*Best New Design*" at the Magical Fair in Cymril last year, as well as the "*Best New Windrigger*" award from Phantas the same year. This is a beautiful yet simple design.

## THE TAMERLIN

The Tamerlin is a small Windrigger of the Sloop class, measuring 18 feet from stem to stern, 5 feet abeam. The simple sail arrangement allows for one-man operation, and the simple tiller extension of the rudder reduces the number of moving parts which can (and do) tend to break down far from any assistance. The rudder is possessed of a simple locking mechanism which allows the pilot to free up his hands to work the sails, should the need arise.

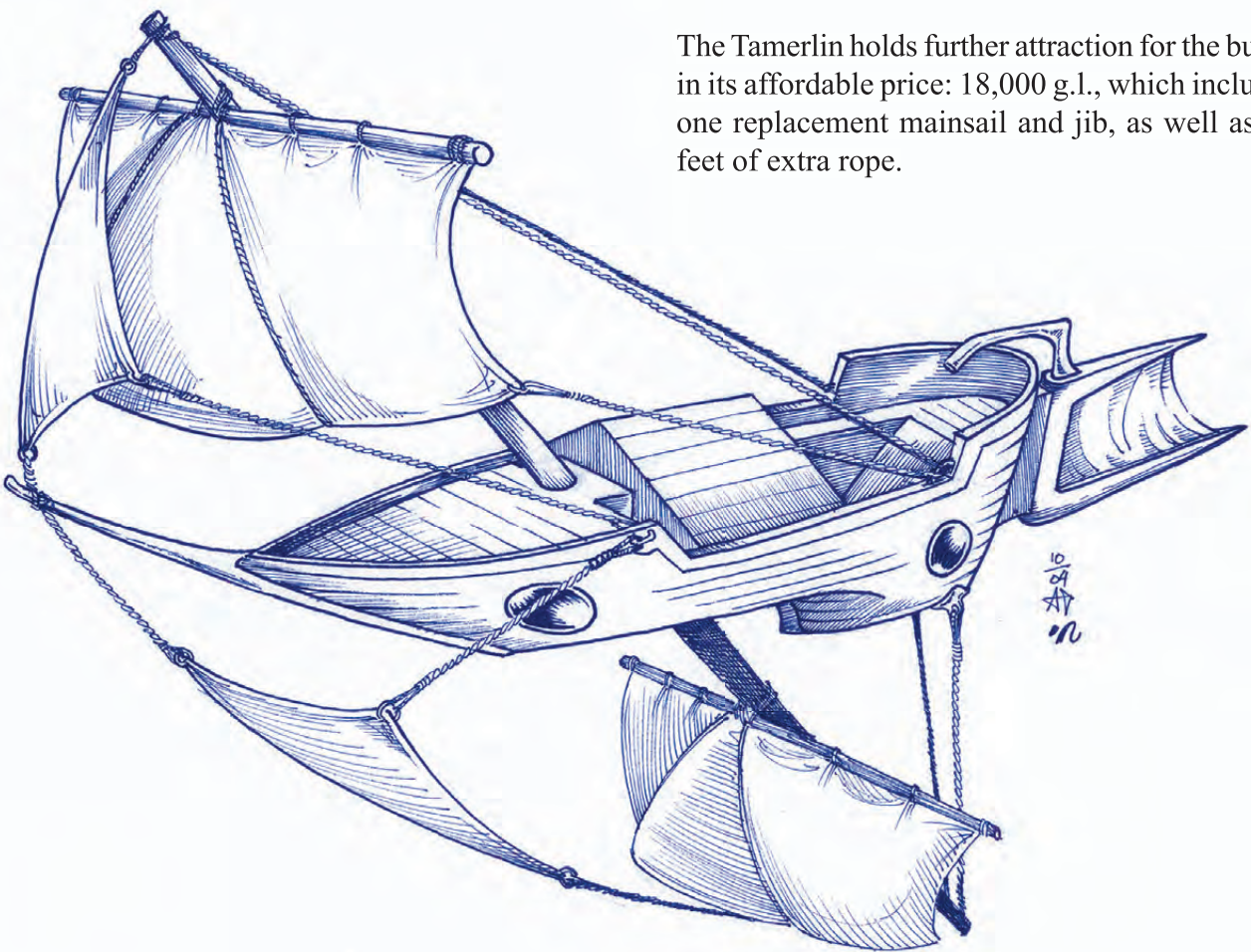
The fo'csle contains simple yet comfortable sleeping quarters for one person; the deck above is perfect for sunning oneself. The levitational is housed in the very center of the boat, allowing for the most stable flight possible. The angled Mainmast and Fin allow for a shorter profile, giving the boat the advantage of increased sail size, while reducing the height of

its silhouette for ease of maneuverability in close quarters.

The most interesting feature of the boat is the inverted aftcastle. Windships, unlike seagoing ships, need not comply to standard rules of shipbuilding, and here the designers utilized this fact to its upmost. The aftcastle extends a full five feet below the keel, and is meant to serve as the hold--something not found on ships this size. The cargo capacity of this unusual storage space is approximately 150 cubic feet, enough space for one person to store her gear, and leave a little extra room for the necessary spare sails, rope, and so on.

This rigger has grown quite popular over the past year with "adventurer" types, and is even rumored to be used by the Air Navy of Cymril, although in what capacity no one can say.

The Tamerlin holds further attraction for the buyer in its affordable price: 18,000 g.l., which includes one replacement mainsail and jib, as well as 50 feet of extra rope.



### THE HAMMOCK

Another superb yet simple design is the Hammock. Based on the designs of primitive outrigger canoes from the Southern Isles, and originally designed as a fishing windship for the Blue Aeriad, this oddly-shaped vessel soon became popular among Cymril's younger crowd, who use this boat often to arrange picnics in the sky--as well as romantic trysts. Hammock racing is also becoming popular among the young adults.

It is easy to fly, easy to maneuver, and doesn't require a winddock, as its Main and Fin Masts rarely exceed eight feet. Its only drawback is that it isn't good for inclement weather. However, the typical pilot of this sort of craft is the windship enthusiast, rather than the windship professional.

Indeed, this craft may have finally brought the Windship into the "recreational" market. At 15 feet long, 12 feet abeam, this simple vessel rarely sells for more than 10,000 gold lumens; often for less than eight thousand. Upkeep is also relatively inexpensive, as this design avoids the traditional plank-and-rib hull of traditional windships. The dual-hull design of the Hammock consist of little more than dugout canoe-like pontoons, and require very little upkeep. Only the sails and rope-net main deck require any regular maintenance. As a result, Hammocks can often be seen on fair Cymril days, flitting to and fro between the buildings of the Crystal City.

## Unfortunate Designs

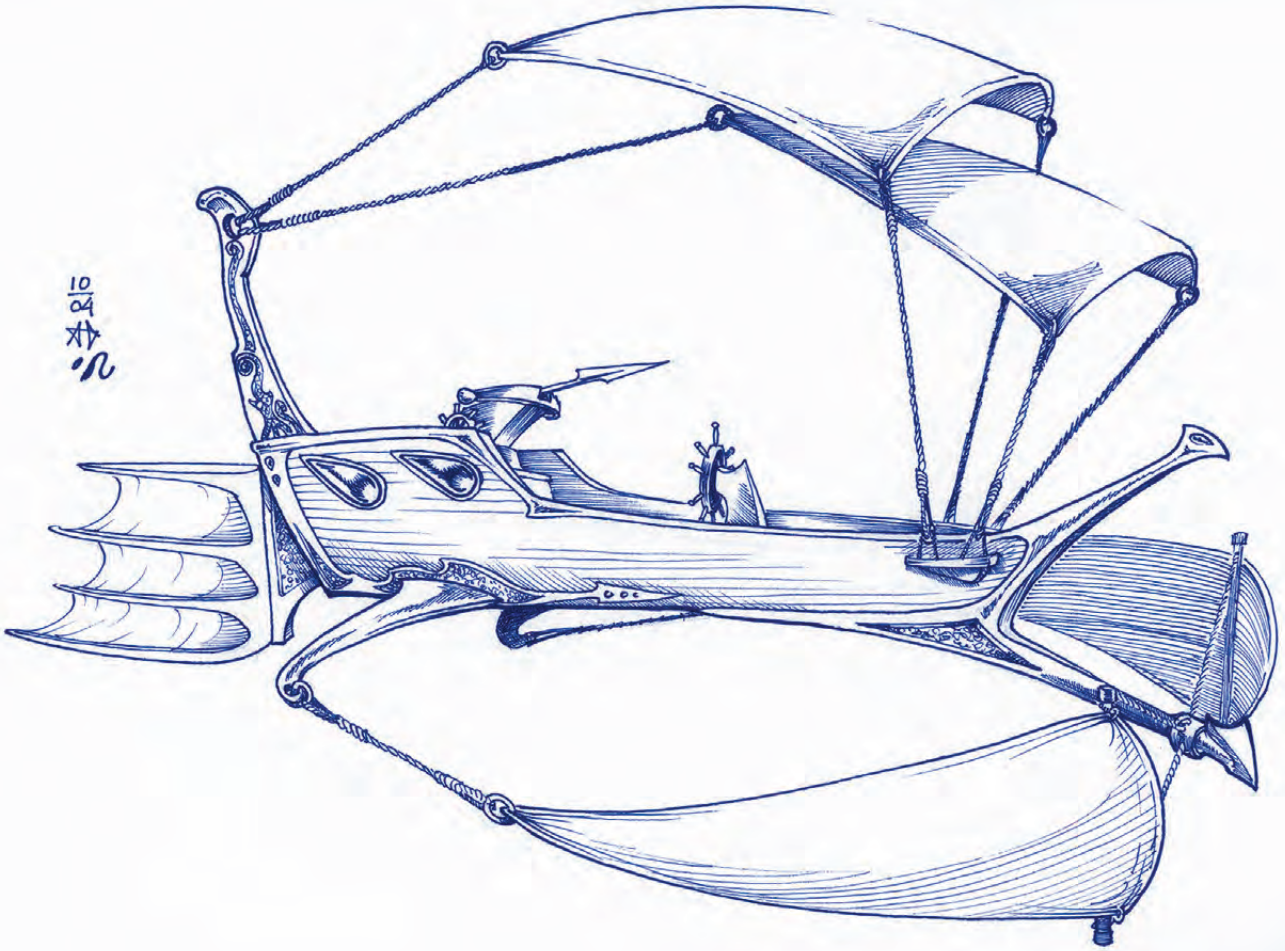
The windships in this section suffer from various design flaws, some of them proving fatal to their pilots. A certain amount of experimentation in windship arcanology is natural (and even encouraged), however, the aspiring shipwright should study the designs below carefully, so as to avoid the mistakes made by others who have come before.

The first exhibit showcases radical design techniques. Commissioned by the Air Navy of Cymril, this craft was designed for three things: speed, maneuverability and visibility.

The IronShrike was a Windskiff vaguely of the Ranger class. Its unconventional mastless design reduced its weight by a staggering 50 percent. Its four oddly-shaped sails caught a great deal of wind while leaving ample fields of vision all around the boat. Indeed, this was the first vessel of its size which allowed the wheelman a dead-ahead, forward view unobstructed by sail.

The sails were attached only to modified and elongated Spanker and Under booms. An inverted Bowsprit served as a forward tether for simple poles lashed to the undersails in what was called the "floating yardarm" design. Without the heavy masts and yards to lug about (not to mention the rigging included with these parts), the IronShrike was able to exceed speeds of 35 miles per hour.

The final design changes addressed maneuverability. The obvious change was the rudder, whose spines were significantly reduced in size to allow for quicker turning. The size of the rudder itself was half again as large as a standard Windskiff rudder, allowing for more square-footage to "bite" into the wind and allow for quicker turning. However, the real innovation was the bow-mounted levitational. It is common knowledge among windshipwrights that a windship will always try to use its own levitational as a yaw axis, although most ships are heavy enough to where any displacement of the levitational produces such small improvements in turning as to be not worth the trouble of repositioning the levitational in the first place. The IronShrike was light enough that it would make a significant difference in performance when the designers placed the levitational at the base of the inverted bowsprit. This allowed the stern to swing around quickly and effortlessly, greatly improving turning time while reducing the turning radius significantly.

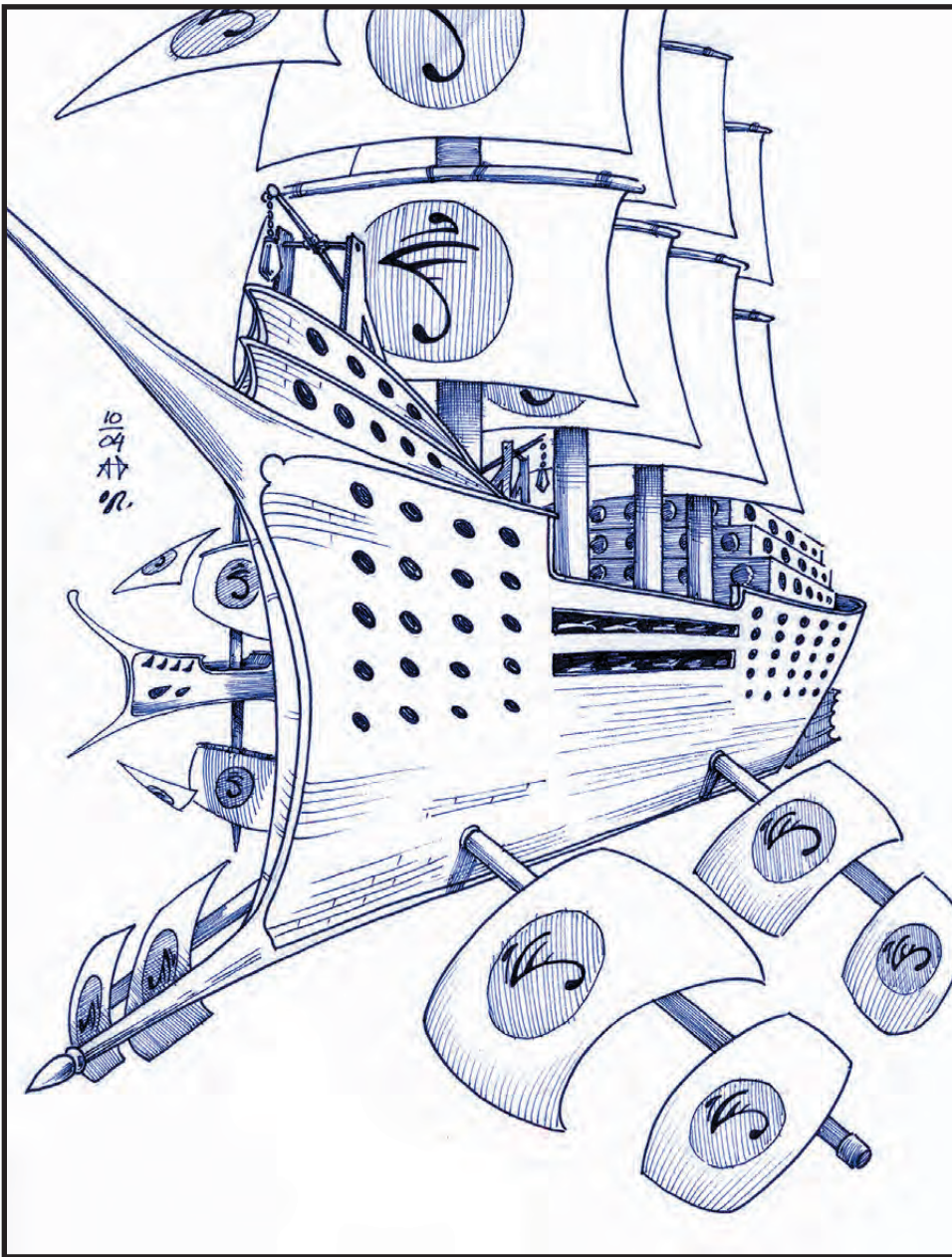


The vessel's maiden voyage was greatly anticipated by the officers of the Air Navy, who were greeted by early disappointment: the sails, having no framework of their own, wouldn't fill. An Aeromancer was utilized to initially fill the sails with wind. Once this was addressed, the IronShrike took off like a shot. The test pilots put her through all her paces: weaving, dipping, climbing and flat-out running. She performed far and above the expectations of all present, including the designers. A number of dummy targets were levitated into place, and the IronShrike wove in and among them, firing its small ballista with admirable results. The weapon was unhindered by ship-borne obstructions such as the mainmast, rigging and yardarms which seriously hinder available targeting in most windships.

The test flight ended in tragedy, however. A sudden gust of wind from the starboard side sent the

unanchored topsails careening over the port and under the plane of the Spar, capsizing the vessel in the process. The forward-mounted levitational failed to supply adequate stability in this case, and the ship simply flipped upside down. This was at the same moment when the test pilots were skimming a mere 20 feet from the ground, and were therefore unable to utilize their rings of levitation in time. All hands were lost.

The IronShrike design was shelved, and there have been no further plans to revive this unconventional vessel.



Overall, the vessel is estimated to be over 450 feet in length, some 90 feet abeam and 150 feet tall--not including masts.

Weaponry seems to have included some sort of bombastion or catapults mounted on the foc'sle, as well as what appear to be two rows of heavy ballistae amidships. With four masts Up and four Under, it is believed that this behemoth was powered by well over 20 thousand square feet of sail. Modern windshipwrights and airmen both estimate the crew at over 500 hands.

A smaller windship peeks out from the starboard side, apparently meant to give a sense of scale. The author has also highlighted a figure in red on the foc'sle, in order to further give measure of the sheer bulk of this vessel.

One can only imagine what the Moonstar must have looked like over the skies of ancient Talislanta. One

## Archaen Designs

With the opening of the vaults in the Lyceum Arcanum, a dazzling array of new possibilities opened for our society. This also included windship arcanology and lore, for the Lyceum archives contained drafts and illustrations dating back to the Forgotten Age. The most impressive of these was the Moonstar, an Erythrian Windship of War. This vessel was truly a shock to modern windshipwrights.

can almost see hundreds of Battle-Mages stationed at portholes in the fore- and aftcastles, launching identical spells of devastation on cue; hundreds of lances of red-hot magical death firing broadsides at an unlucky foe.

Then again, one can only imagine what they possibly could have been shooting at. Our Forgotten-Age forefathers were somewhat lacking in sky-borne threats. The few which existed--natural airborne animals--surely did not warrant such a floating city of war.

# Gamemaster Information

## Windship Hit Points

### WINDSHIPS

Hull Type	PR	HP*
Windrigger	3	50 or less
Windskiff	4	80
Windship	4	90-100
Windship of War	5	150

### RIGGING

Rope (per 1/2" thickness)	1	2
Jib-Sized Sail	1	6
Topsail-Sized Sail	1	8
Mainsail-Sized Sail	2	12
Mast (per 10ft. height)	3	10
Yardarm/Bowsprit/Boom	1-2	5-15

### STEERAGE

Rudder: Windrigger	0	4
Rudder: Windskiff	1	8
Rudder: Windship	2	10
Rudder: Windship of War	3	20
Tiller (rudder handle)	2	6
Wheel	2	10
Levitational Altitude Lever	2	6
Levitational: Antique	1	6
Levitational: Modern	2	10

*\*Note: When 1/2 HP are gone, the item is unusable and needs serious repair; when all HP are gone, the item is scrap.*

## Windship Costs

Windships aren't cheap. They've been described as "a hole in the sky you throw lumens into", and this is quite often the case of windship ownership. Below is a list of common expenses for the windship owner.

### 1. INITIAL COST

As printed on page 484 of the Guidebook, windship costs are often prohibitive to the average buyer:

Ship	Cost
Windrigger	15,000 + g.l.
Windskiff	30,000 g.l.
Windship	50,000 + g.l.

This is not the end of the spending, by far. Other costs include:

### 2. CREW

Windrigger owners can skip this section...

Crewmember	Weekly Wage
Pilot	5 g.l. per week per level
Navigator	5 g.l. per week per level
Crewman	1 g.l. per week per level

### 3. SUPPLIES FOR CREWMEMBERS

Crewmen must be fed. The considerate windship owner also supplies clothing for inclement weather for his crewmen, as well as bedding. The following table lists the minimum costs of such accoutrements:

Food (rations)	3-5 s.p. per week per person
Cloth Cloak	5 s.p. per person
Hide Gloves	1 s.p. per person
Bedroll	1 s.p. per person

#### 4. MISCELLANEOUS EQUIPMENT

At this point, the windship owner has a bare-bones vessel and crew. He must also purchase the following equipment, used to repair damage while aloft, as well as comfort-related items.

Woodsman's Axe	2 s.p.
Saw	2 s.p.
Mallet	1 s.p.
Pick/Shovel	1 s.p.
Woodworking Tools	10 g.l.
Sail-patching Kit	5 g.l.
Saw	2 s.p.
Crowbar	2 s.p.
Grapnel	2 s.p.
Sharpening Stone	1 c.p.
Lantern with one hour's oil	3 g.l.
Tinder Box	5 s.p.
Spy-Tube	25 g.l.
Rope	1 c.p./ft
Replacement Sail: Jib-sized	8 g.l.
Replacement Sail: Topsail-sized	20 g.l.
Replacement Sail: Mainsail-sized	40 g.l.

#### 5. OPTIONAL EQUIPMENT

After the necessary equipment listed above, other equipment can and should be purchased in order to ease the day-to-day runnings of the vessel. These include:

Large Strongbox (for Ship's Treasury)	25 g.l.
Kasmirin Lock (10 mechanisms)	50 g.l.
Key to Kasmirin Lock	1 s.p.
Captain's Logbook/quillpen/ink/ crystal inkwell	3 g.l.
Manacles	1 g.l.

#### 6. WEAPONRY

Finally, while many windships are already equipped with deck-mounted weapons, the ammunition for these weapons is not included in the cost of the vessel. These must be purchased separately. See page 484 of the Guidebook: "Ammunition & Accessories for Siege Weapons".

## Windship Repairs

Another large chunk of the windship owner's budget goes into repairs. There are two types: normal wear and tear, and damage done from combat.

#### NORMAL WEAR AND TEAR

This can simply be calculated as the ship's length times two in gold lumens every month. Therefore, an owner of a 50 foot vessel will spend, on average, 100 g.l. per month just to keep it airworthy. These aren't sturdy vessels.

#### DAMAGE REPAIR

On the off-chance the owner finds his vessel damaged by combat--whether from other vessels, weather, animals--he should have his ship repaired as soon as possible. The costs depend on a number of factors, such as the amount of damage, the type of repairman, et cetera.

Regular Windshipwrights charge 1 gold lumen per day per level of ability to effect repairs. They can repair 1 HP of damage per day per level, but there is a 10% chance (roll 1 or 2 on d20) that the repairs will be shoddy, and the damage will manifest itself again at some point in the future.

Yassan Technomancers charge 5 or more gold lumens per day per level of ability, and can mend 3 HP of damage per day per level. There is no chance of shoddy workmanship in this case.

# Windship Combat

Combat between windships runs almost identical to the Combat Rules in Chapter 2 of the Guidebook (page 23). However, due to the nature of the vessels, a few special rules must be kept in mind:

1. Unlike hand-to-hand combat, attacking from below is more advantageous than attacking from above where windships are concerned. Ship-mounted weapons cannot aim lower than the plane described by the Green Moon, and oftentimes cannot even depress that far. However, almost all ship-mounted weapons can elevate to reach targets in the plane of the Amber Moon, although range is halved in this extreme case.

Keeping that in mind, the rules for attacking from above and defending from below in the “Miscellaneous Combat Modifiers” section on page 24 of the Guidebook should be reversed.

2. Windships are not at all easily-maneuverable, nor should they be steered this way and that, as the wind direction is unfavorable at certain angles. Fancy-flying pilots often find themselves turned around the wrong direction and unable to move, as the wind is coming from the wrong direction. Careful piloting must be practiced in order to avoid this potentially fatal aspect of windship combat.

Movement rates for different vessels depend entirely on their size. While different designs and sail arrangements do factor in to the movement, the benefits or hindrances they offer are minor. The turning radii of various models of windship is given below:

Windrigger	up to 180 degrees/round
Windskiff	up to 90 degrees/round
Windship	up to 45 degrees/ round
Windship of War	up to 45 degrees/2 rounds

## A NOTE ON WIND MACHINES

Many larger windships are outfitted with these Dracartan devices, and are meant to propel a vessel when the wind is becalmed. When used in combat, however, the Wind Machine is rarely an asset to its user.

Wind Machines are designed to propel a sailed vessel in a single, linear fashion. Because of this, Wind Machines severely inhibit turning. These devices are meant to push the vessel in a straight line only, remember.

When using a Wind Machine, treat the vessel as a Windship of War for purposes of turning radius. However, remember that wind direction is no longer a factor, except where speed is concerned.

And, speaking of speed, Wind Machines on Windships can only propel the vessel at half-speed. This is due to the fact that the Wind Machine is often mounted on the wheeldeck, and therefore can only fill the Up Sails. Under Sails remain becalmed.

## INITIATIVE

When determining initiative in windship combat, each pilot rolls vs. his Pilot Skill. Gunners use their Weapon Skill (light ballista, heavy ballista, etc.). Other combatants on deck roll initiative as normal. This also applies to Combat Rolls, of course.

# Windship Combat Tactics

The Golden Rule of Windship Combat is this: when in doubt, use fire. Fire is the bane of windships, as they are built of delicate woods and spinifax sails, which tend to ignite with a distressing ease. The private windship owner has two main tactics at his disposal:

## WINDSHIPS

**1. Burn from Below:** Missile weapons whose heads are set afire can be shot up into the Underrigging or--more desirable--the hull of the opposing windship. Depending on the type of flame used, the opposing windship can catch fire quickly and spread at an alarming rate, forcing the target to break off the attack and tend to the flames. This allows the attacker a chance to flee.

**2. Drop from Above:** Not as desirable as the first option, since it leaves the Underside exposed. This method involves dropping various materials on the opposing ship's decks and Up rigging. Materials include (but are not limited to): fire, slippery substances, sharp objects to get underfoot, and so on. This tactic is best used as a sneak attack.

Military Combat Tactics involve a number of devices and armaments available (usually) only to the following governments:

### CYMRIL

Alongside the regular ballistae, the Air Navy of the Seven Kingdoms often employ Dracartan Hurlants, which are always loaded with Red Menace (used to start opposing vessels on fire) or Blue Havoc (meant to make rigging and sails brittle enough for the wind to shatter them). Other ammunition can include: red-hot chains shot into sails and rigging, red-hot or sharp shards shot onto the deck or into the opposing windship's crewmen, magic devices, et cetera.

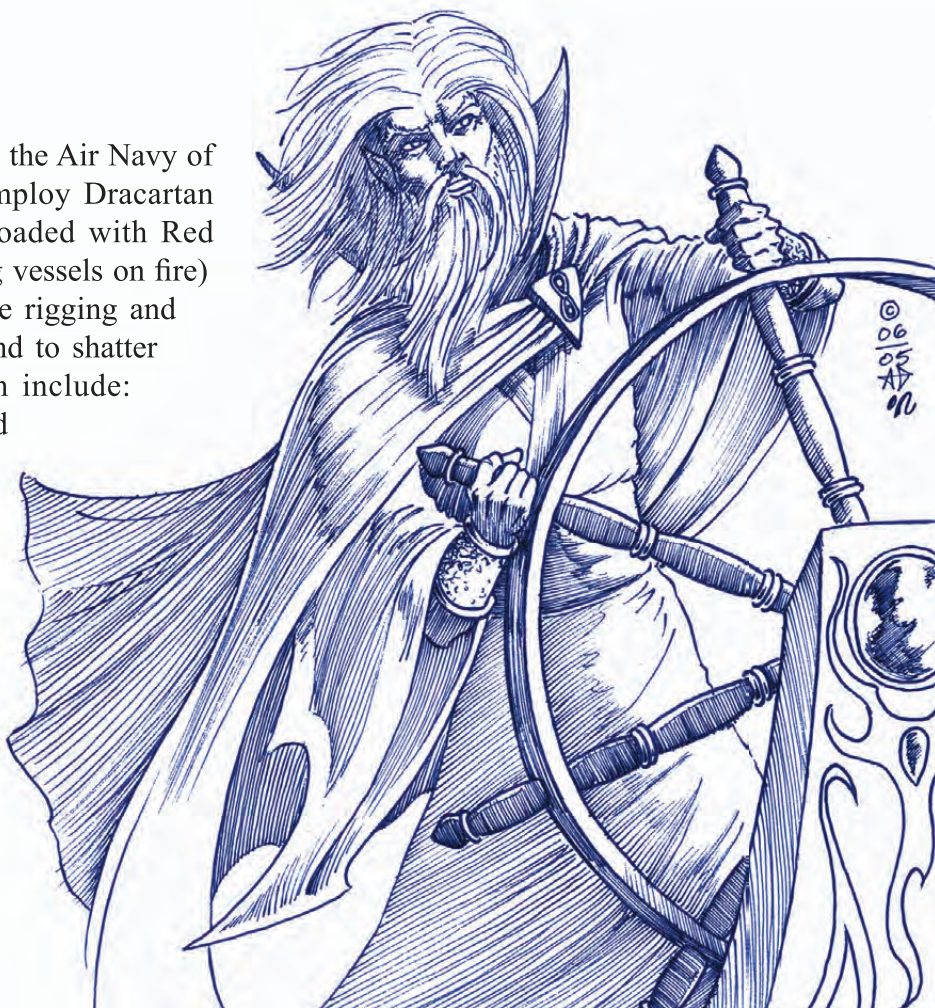
Windships of War will also employ Arimite Fire-Throwers on occasion.

### PHANTAS

The main weapon of Phantasian windships is the wizard. Magicians often line up on deck or belowdeck (using portholes) to fire attack-based spells broadsides at an opponent. Other than that, Phantasians usually use standard windship armament: ballistae of various sizes.

### RAJANISTAN AND FARADUN

The Rajans and Farad are fond of utilizing Rajan Springals, both to cut sails and rigging as well as crewmen. They also use Fire-Throwers to set enemy ships alight.



## Cymrilian Test Pilot

*"I feel the need...for speed."*

Cymrilian Airmen are truly a breed apart. One out of a hundred potential windsailors actually make the final grade. Of these lucky few, only one out a hundred have the right stuff needed to become Test Pilots. You are one of these. The cream of the crop.

Even more so than with the Airmen, your occupation is fraught with danger. And, as all Airmen know, danger carries with it a romantic image, an image not lost upon the opposite sex during your off-hours.

Your work is grueling, but exciting. You get to see new windship designs before anyone else. Better than that, you get to fly them. When you look up into the skies over Cymril, your heart swells with pride whenever you see a ship sailing overhead that you test-flew. You watch her sail off into the distance, knowing that it was you who gave her her first taste of the sky. There she goes, a beautiful woman flying overhead. You knew her when she was just a girl.

They say you're arrogant, that you're brash, that you're hard to work with. What they fail to understand is that you simply don't have time in your short life for etiquette and formality. Those are luxuries meant for the long-lived.

The casualty rate among your comrades is alarmingly high, and so you live fast, you love hard, and you care not at all for caution. After all, there's no reason to worry about your Golden Years when you'll most likely die before you're thirty.

### Appearance:

6'-6'5", 130-200 lbs. Pale green skin and hair, golden eyes, slender but muscular build, handsome features; may alter appearance with magical enhancements.

+1	+2	+2	+0
STR	DEX	PER	CHA
+1	+2	+1	+1
CON	SPD	WIL	INT
+2	22	+3	
CR	HP	MR	

### Skills:

Wizardry  
or Aeromancy  
<3 Modes of  
choice> +2

Longsword +3

Dagger +2

Brawling +5

Pilot  
(Windship) +7

Artisan  
(Windships) +1

Arcane Lore +4

Fashion +2

Ride +1

High Talislan,  
fluent

Low Talislan,  
native

Archaen, fluent



### Special Abilities:

None

### Equipment:

Low-collared cloak and garments of spanglor; dyed leather boots; assorted jewelry; leather and silver-bound spellbook; pouch; +1 longsword; dagger; 2 magical trinkets; ring of levitation; personal windrigger; 100 gold lumens in pentacles.

## WINDSHIPS

The following should be filled out by the windship owner, for ease of reference during play:

# Windship Sheet

## SHIP'S NAME:

Ship Type:

Ship Class (optional):

Fore Cabins:

Length:

Beam: Height:

Aft Cabins:

Hold (in cubic feet):

Ship's Initial Cost:

### Ship's Treasury:

Monthly Operational Expense:

## SPEED

### Running:

## Reaching:

## Tacking:

### Close-Hauled:

## Cruising:

**Maximum:**

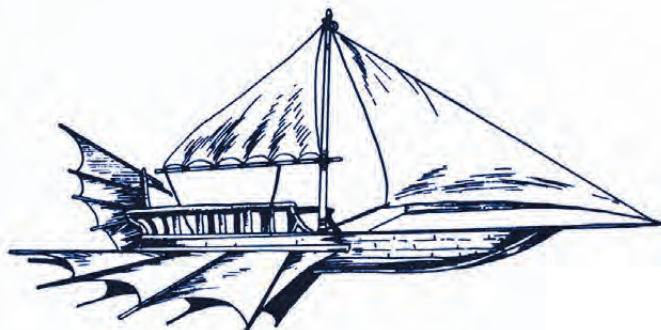
## COMBAT

Armament	Range	DR	Reload	Crew	Location

## CREW

Crewmember	Name	Skill Level	Weekly Pay
Captain			
Pilot			
Navigator			
Crewmen	N/A		

## EQUIPMENT

[illegible]



Join Hundreds of Talislanta Fans Online:

<http://games.groups.yahoo.com/group/talislanta-l/>

Official Talislanta Website

<http://www.talislanta.com>