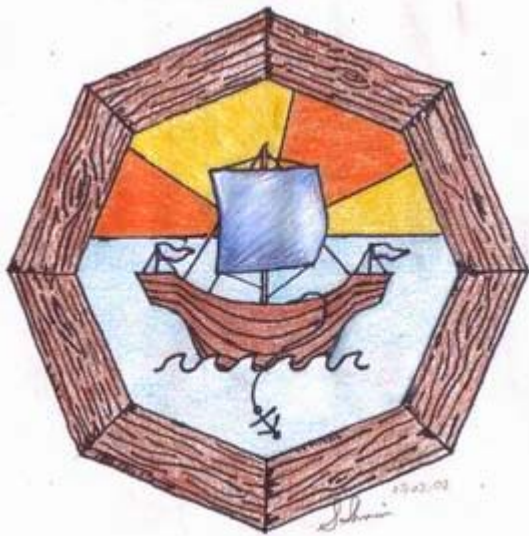

The Seacraft

Craft Contact: Joe Hill (jwally1967@yahoo.com)

Current Mastercraftsman: Masterseaman Decrel

Mastercrafthall Location: Cibola Hold

Other Notable Crafthalls: Landing Cove Harbor (former site of the Seacrafthall), Drydock harbor in Windsong Hold, Major cargo transshipping harbor in Rubicon Hold.



art by Samantha Shmuir

GENERAL INFORMATION

The Seacraft is a demanding and dangerous business. It is one of the oldest crafts on Pern and has a long and proud history.

The Seacraft has just completed relocation, to a large and protected cave on the coast of Cibola Hold. The Cibola Cave Harbor is approximately 2 days sail east of Cibola Hold proper. The Cave Harbor is large enough to accommodate about 60% of the ships of the Hall at any one time. This is more than sufficient, as more than half the ships are underway at any one time.

The Seacraft has three other major operations and a host of smaller ports and postings. The largest harbor, after Cibola Cave, is at Landing Cove. It is the original home of the Southern Seacraft. But, with the return of Thread, a more protected and secure harbor was needed. More than half of the fishing ships remain at Landing Cove, to ply those fishing grounds.

The Seacraft's main port for cargo and transport is on the coast of Rubicon Hold. It is about one days sail west from the mouth of the Rubicon River. This large cliff side structure is the main warehouse and storage facility of the Seacraft. Most commercial traffic flows to and from this facility.

The last of the large ports is not really a port. It is a shipyard and drydock facility on the coast of Windsong Hold, near the northernmost tip of the peninsula. At

Drydock Harbor there are 2 drydocks for repairs under the waterline of a ship, and 9 shipways for construction and launch of new ships. Although this is a shipyard, there is a tremendous amount of traffic in and out of the harbor, delivering the supplies needed to repair and build ships.

There are many other ports, mostly at the mouths of navigable rivers and deep ocean harbors, however, these are typically small endeavors. Each coastal Hold with a navigable harbor has a Seacraft Master posted at the harbor to provide piloting and navigation in and out of the harbor. All of the navigable rivers also have Seacraft Masters posted at hazardous passages, to pilot and navigate those waters.

The Hall is organized around its two main functions, sailing and port services. The majority of the members of the craft are an active part of the Fleet. A sizable number of members are posted to various shoreside positions.

The Craft Master is referred to as the Master Seaman, the Craft Second is referred to as the Sailing Master. The senior Master at a shore posting is referred to as Harbor or River Master, depending on the location. The exception to this is the senior Master at Drydock Harbor, who is referred to as Master Shipfitter.

The Master Seaman and Sailing Master are located at Cibola Cave Harbor, and the majority of the instructional facilities are there. Most teaching Masters are located here. As nearly all of the cargo ships and slightly less than half the fishing ships are home ported there, there is a tremendous amount of senior people who call Cibola Cave Harbor home. Strife and rivalry is minimal, as most of these people are underway at any given time.

The Seacraft has a disproportionate number of masters, as compared to other crafts. This is due to the long standing tradition, that anyone who would command a ship at sea must be a master of the sailing arts. Considering there are over 300 ships in the Seacraft capable of ocean traveling, this leads to a large number of rated masters.

All members of the Seacraft begin at sea. Around 10-12 Turns, a member of the Craft begins their first voyage. They are deckhands, and are responsible for the day to day work and maintenance of their ship. Deckhands change ships frequently, sometimes as many as 5 times a Turn. This is to expose them to many different styles of command, and provide the maximum amount of time at sea. They begin to receive basic instruction in navigation and seamanship.

Life as a deckhand is dangerous and grueling. There is a tremendous amount of attrition, with losses at nearly a third, since the return of Thread. Service as a deckhand lasts 4 Turns, as a minimum. Once a deckhand receives three consecutive recommendations for advancement from their captain, they are sent to Drydock Harbor for a full Turn, to provide the manpower necessary to build and repair ships. After this period, called "getting your Full Turn" they return to Cibola Cave Harbor and receive approximately six months of instruction in advanced navigation and seamanship.

After successful completion of this course, at the Spring Festival, the rising deckhands climb to the highest arm on

the tallest ship in the harbor. Their new Mate's knots are tied to the arm. When they come down as Mates, they are initiated into the fraternity of ship's officers at a huge party, the rival of any Gather.

They are assigned to a ship, and will remain part of ship's company for at least six months. They are the Second Mate, and are usually responsible for day-to-day administration of the crew. They generally set the watch rotation and assign the work. They are expected to be capable of standing watch at the Helm, and being responsible for the ship and crew, in the absence of the Captain and First Mate. Most ships carry a company of only three officers, but larger transoceanic ships can have 5 or 6, depending on the size of the crew.

After 3 or 4 tours as Second Mate, one of which will be with a Harbor or River Master as a harbor or river pilot, they again journey to Drydock Harbor and spend several months, running work crews and learning advanced shipbuilding and repair principles. After this tour, they return to Cibola Cave Harbor and again receive several months of instruction, mostly in trade and diplomacy. After this course, at the Fall Festival, the rising Seconds again climb to the highest arm on the tallest ship in the harbor. There, the First Mate knots for all available commands are tied. There is much competition for choice ships, and much wagering on who will get which ship. The new First Mates report to their ships, and take the ship beyond the break water, under the watchful eye of the Captain. They will remain First Mate of their ship for a Turn or more, and usually must be successful on 2 or 3 ships, before they are selected to command a ship on their own.

A Captain receives Master's knots. Their authority on their ship is absolute, and their responsibility is as well. They are expected to take their ships to sea, return with their full crew and make the most profit possible on their journey. The ship is the Seacraft's, but it is in complete control of its Captain. Even the Sea Master cannot contradict a Captain on his own decks.

Captains with considerable experience at sea, or who become incapacitated to return to sea, are selected to postings at major harbors and rivers. They are responsible for safe navigation and orderly shipping within their boundaries. They are also responsible for maintenance of waterways, and maintenance of navigation charts for their waters. This practice began long ago, as shipwrecks were common and blocked the navigable waters. Harbor and River Masters are senior aboard any ship they board. Within their assigned areas, they are the acknowledged experts.

Captains who show significant skill in ship repair and construction, are posted to Drydock Harbor as Shipfitters. There they are responsible for design and oversight of ship construction and repair, and work hand in hand with the Smithcraft members that do the detailed and expert portion of shipbuilding.

The Captains that show the most capacity as traders may be posted to Rubicon Harbor. Here they will be responsible for setting trade prices for goods and ensuring

goods are shipped to the most needed destinations. Most goods shipped on the Southern Continent pass through Rubicon, from the ship they were loaded onto, and onto ships going to their destination. It is by far the busiest seaport on the Southern Continent.



LOCATIONS OF NOTE

Cibola Cave Harbor- Homeport of the majority of the Seacraft's ships. Approximately 300 ships are homeported here, with more than half underway at any given time. About 100 of these ships are designed for deep sea fishing. The remaining ships are cargo and transport ships. The harbor is set within a large sea side cliff. The cave rises 200 feet and more above the water, and there is a large natural breakwater that protects the harbor. The cave is two large half circles, resembling an "m" set within the seaside cliffs. There are large numbers of smaller caves, many adjoining, that provide offices and housing for the Seacraft. Stairs are cut between many of these caves, and the Seacrafts operates on 5 levels. The lowest level is used for net and sea equipment stowage, which are least damaged in the event of flood. The second level is full of many caves with natural springs, and is the bathing and washing level. Many of the caves on the third level, where the living apartments are, have been connected with carved stairs, to the bathing caves. The fourth and fifth level are used for meal preparation and offices.

Landing Cove Harbor- Large fishing port, and a way station for much of the cargo traffic from Landing and Eastern Weyr Territories. As it lies outside of Kadanzer territory, we will not discuss this location further.

Rubicon Harbor- Set in the black cliffs on the Rubicon Hold coast, about a day's sail west of the mouth of the Rubicon River. Maze of natural and man-made caves, that provide warehousing and storage of cargo, as it waits transport to its final destination. For example, wine bottled in Eastern Weyr territory, that was bound for Ierne Island Hold, would be delivered to Rubicon Harbor, and held there, until a suitable cargo ship, bound for Ierne Island arrived. The Harbor Master has the authority to divert cargo ships, to ensure delivery of perishable goods, and to ensure the efficient flow of goods. The harbor around the main cave complex is not naturally deep. Routine dredging operations and almost constant harbor maintenance are required to keep the port functioning. The largest of ships must anchor out from the coast, and ferry cargo and passengers by small boat. The staff at Rubicon Harbor normally numbers about 100. Most of these are deckhands, on temporary assignment, who fill the role of longshoreman. First Mates stationed here command the small ferryboats, and are responsible for loading and off loading ships.

Drydock Harbor - Set near the northernmost tip of the Windsong Hold peninsula, this warm weather location allows construction and repair of ships to be conducted year round. Two drydocks, constructed to hold the largest ships are used for refit and repair. Nine shipways are nearly always in use, building ships for the Fleet. Loss of ships is a very real hazard on Pern, and constant efforts to build new ships are required to maintain a stable number of ships. This harbor is a deep-water harbor, and the largest cargo ships can pull into the piers here. Many shiploads of timber and iron and other materials are delivered to supply the busy shipyard. A large number of Smiths are also in residence. They work hand in hand with the Shipfitters of the Seacraft. The Seacraft does not train people in the detailed woodworking and iron working required for shipbuilding. The Smiths are responsible for the detailed craftsmanship, and oversight of the basic construction efforts. The Seacraft provides the manpower and materials. In return for the Smiths efforts here, the Seacraft posts River Masters to the area around the Delta Hold Smith Hall, at no expense, and provides very economic rates for shipment of materials for the Smith Hall. Drydock Harbor is a sprawling facility, and the return of Thread has seriously impacted their work schedule.



IMPORTANT PEOPLE

Decrel - Sailing Master. M, 45 Turns, brown hair and eyes, weathered complexion. Very successful and knowledgeable fisherman. Captain of the largest fishing ship in the Fleet, when he was chosen as Craft Second. Easygoing and cheery personality mask a very shrewd political sense. Has been acting Craft Master, as Master Seaman Lance is missing on a voyage to the Northern Continent. Expects to be named Master Seaman at the next Spring Festival, to replace Lance. (Persona of Joe Hill)

Goodel- Rubicon Harbor Master. M, 57 Turns, grey hair, blue eyes, extremely overweight. Gifted in logistics and trade. Keeps a nearly perfect tally of the holdings in the Rubicon Harbor stores in his head. Can recite the destination and probable cargo of nearly every ship in the Fleet, at any time. Capable of determining market value of almost any item, and where it will have the most market value. Extremely focused on his job, and at times curt. But, when called for in trading, can be the smoothest and most persuasive of men. (Adoptible NPC)

Yosmen- Master Shipfitter. M, 68 Turns, bald, what hair remains is grey, brown eyes, wrinkled and entirely unkempt. Responsible for the designs of most of the ships built in the last 30 Turns. Has been Master Shipfitter for nearly 20 Turns. Age and aching joints have him considering stepping down. Is not satisfied with the quality of the men who will likely replace him, so he has been reluctant to act. Is

something of a father figure to the young deckhands and mates that arrive and depart continually at Drydock Harbor. Keeps track of all his favorites, and has been known to apply his considerable influence in their behalf. (Adoptible NPC)

Ritnal- Captain, M, 31 Turns, blonde hair and beard, green eyes. Captain of the Kadanzer Star, newest and largest ship in the Southern Fleet. Ship is designed for transoceanic voyages, and is the first ship built in that design. Ritnal was in charge of the building of the ship, and he is a young Captain, who was given the command to evaluate and critique the ship's performance. Preparing to leave on maiden voyage to the Northern Continent. Is going to take the same route Lance planned, to complete the search efforts. (Persona of Joe Hill)

Halgar- River Master, M, 44 Turns, black hair, brown eyes. River Master on the Silverfall River. Popular and well liked in the Seacraft. Generally seen to be Decrel's chief competition to Master Seaman. Extremely successful trader and sea captain. Had the knack of arriving in a port at the right time for choice cargo and delivering choice cargo to the absolute best market. Very close friend of Goodel, at Rubicon Harbor, and well known among the sailors of the Fleet. Only posted to Silverfall River 2 Turns ago. (Adoptible NPC)

There are many others, yet to be introduced.



Notes on navigation on Pern

Due to the lack of high technology, navigation on Pern is done mostly by celestial bearings and dead reckoning. In layman's terms, the navigator determines the ship's position by noting the position of certain celestial bodies, stars and moons, and their relationship to the horizon. If the ship's clock is accurate, and a calculation is made based on the time and the position of that celestial body, a very precise location can be determined. However, if the ship's clock is off, even slightly, the ship can end up widely off course. The StarCraft and SmithHall are very important to the Seacraft for this reason, as they must have accurate star charts and clocks, to navigate the waters of Pern.

The only other means of navigation available, is only useful when in sight of some fixed object. An island, a rock sticking out of the sea, a specific feature on the coast, anything that won't move will work. The ship's heading and relationship to the object are determined, called a reckoning. Another reckoning is performed at some periodicity, and the ship's course, heading and speed can be determined fairly accurately. This type of navigation is not very useful in the middle of an ocean, with no fixed points of reference. Therefore, it is generally used only near shore.

Captains dislike sailing too near the coast. Any storm or geological event that occurred since the Captain's

navigational chart was drawn could dramatically alter the depth and currents near the coast. Many shipwrecks result from this, and the accuracy of navigational charts is a huge priority for the Seacraft. Major ports and rivers are updated annually, and following any major natural event. However, harbor pilots are still used, to ensure that a navigator extremely familiar with the current conditions pilots the ship to the dock.

