TEMPLE OF EDEN

2507 / COBALT YARD / TABLETOP



THE BOAT THAT WOULD NOT STOP

A powered tug. A four-minute collision forecast.

GM PREVIEW / RESCUE METHOD EXTRACT

Original book pages 5-6 and the player-safe approach map.

Not a standalone encounter: full crew, response and boarding rules are in the book.

30-page adventure + nine player aids | $5.99 USD minimum

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AI-generated writing and illustrations; not independently human-playtested.

This work includes material taken from the System Reference Document 5.1 ("SRD 5.1") by Wizards of the Coast LLC and available at https://dnd.wizards.com/resources/systems-reference-document. The SRD 5.1 is licensed under the Creative Commons Attribution 4.0 International License available at https://creativecommons.org/licenses/by/4.0/legalcode.
SRD material adapted for Temple rules; excerpt from the adventure.

Keep the rescue moving

Establish the facts

On a sheet record receiving craft, disabled tug, nearest rescue tug and occupied approach. Add the current thrust state, relative rotation, available boarding point and which compartments hold pressure. Use the approach map as a relationship diagram, not a measurement of a canonical station.

For a cold start without existing positions, place the receiving craft 200 feet off the tug at the rescue hold. The tug makes one rotation per minute. Control predicts an intersection with a fixed service gantry in four minutes on its present powered track. Tug One can begin work in one minute and Tug Two in two; they act even if the party waits. Record these as this opening's measured estimates. Shutdown, a tow or a cleared route changes the prediction. Use established campaign positions instead when they already exist.

For this tabletop configuration, the tug has a pressurised main deck and lower machinery space. Exterior space has no breathable air. The boarding lock separates those environments. The hull is intact at the opening; there is no automatic air leak. Nobody is secretly running out of oxygen unless their actual supply or an observed new event creates that problem.

Advance for causes

Ask what the party is doing while control and local crews act. Resolve a meaningful manoeuvre, engineering task or exchange, then describe the resulting positions. Use actual rounds when attacks, spell durations, immediate restoration or another second-sensitive action matters. Record elapsed time. Outside that pressure, do not turn every sentence into a six-second tax.

The tug's main thrust, existing spin and path are separate. Main thrust can be live or isolated. Spin can be unmatched, matched by the rescue craft, or controlled by towing. Its path can threaten the cleared corridor or be held in a designated safe volume. Say which changed after every major action.

Warn before a changing danger

If a failed manoeuvre puts a line across a radiator, show the angle and the crew's warning before loading it. If the tug will strike a fixed structure, state the predicted intersection and time from the established geometry. Set that interval before the next decision and let competent intervention change it. No invisible six-step doom track is required.

A party should be able to retreat to the holding area, abandon a failed approach or ask for a different job. That may leave others doing more of the rescue. It does not automatically kill them.

When uncertain

Use DC 12 for a trained task with a sound plan under awkward conditions, DC 15 for a cramped or moving task, and DC 17 for an exposed line attachment before motion is controlled. Advantage, assistance or no roll may be appropriate when the plan removes the uncertainty. Name the risk before the roll. A failed roll can cost position, a usable tool, access or one further manoeuvre. Do not charge all four without warning. Use the forecast and activity budget on page 6 rather than making time cost a surprise.

The four-minute forecast

A forecast is not a death clock. In the cold start, Cobalt predicts the powered tug will cross a service gantry at T+4:00. Tug One joins the response by T+1:00; Tug Two by T+2:00. Those crews work even if the PCs refuse. Mark a changed track whenever thrust, tow force or traffic clearance changes. At T+4:00, only an unchanged threatening track reaches the gantry. A diverted tug does not hit it because a counter reached four.

Action from a workable position	Announced local time estimate	If disrupted or refused
Open a channel; request one specific intervention	6-30 seconds, depending on real exchange	No request transmitted; other rescuers continue their assigned work
Match the tug from the 200-foot hold	About 1 minute with a qualified pilot and a sound approach	DC 12 if uncertain; return to a safe hold and spend about 30 seconds resetting the approach
Cycle a matched boarding lock and clear the threshold	About 1 minute per cycle	A hatch remains closed; a person must choose a different entry or wait
Turn an accessible labelled drive control	One action once physically reachable	A damaged circuit indicates failure; the valve or real tow remains
Work a braced extension into the lower recess	About 1 minute to set up, then a turn; DC 12 if uncertain	A slip costs the working position or 30 seconds to reset, declared before the check
Unfasten and secure the obstructing rack	About 2 minutes with proper tools and two workers	Inadequate bracing stops the work until changed; do not injure Tern offscreen
Fit a rated tow connector after motion is matched	About 1 minute, then 30 seconds to confirm tension	Lost attachment window or unsecured fitting; re-establish geometry before another attempt

These are **encounter estimates**, not universal 2507 ship rules. Announce them before commitment. Speed, tools, a trained team, an actual spell or a better plan can shorten or remove work; contested seconds use 2014 rounds. Parallel jobs consume the same elapsed minute, not one minute each. A rescuer cannot be piloting one craft, turning a valve and carrying a stretcher simultaneously. Confirm who and what occupy each place.

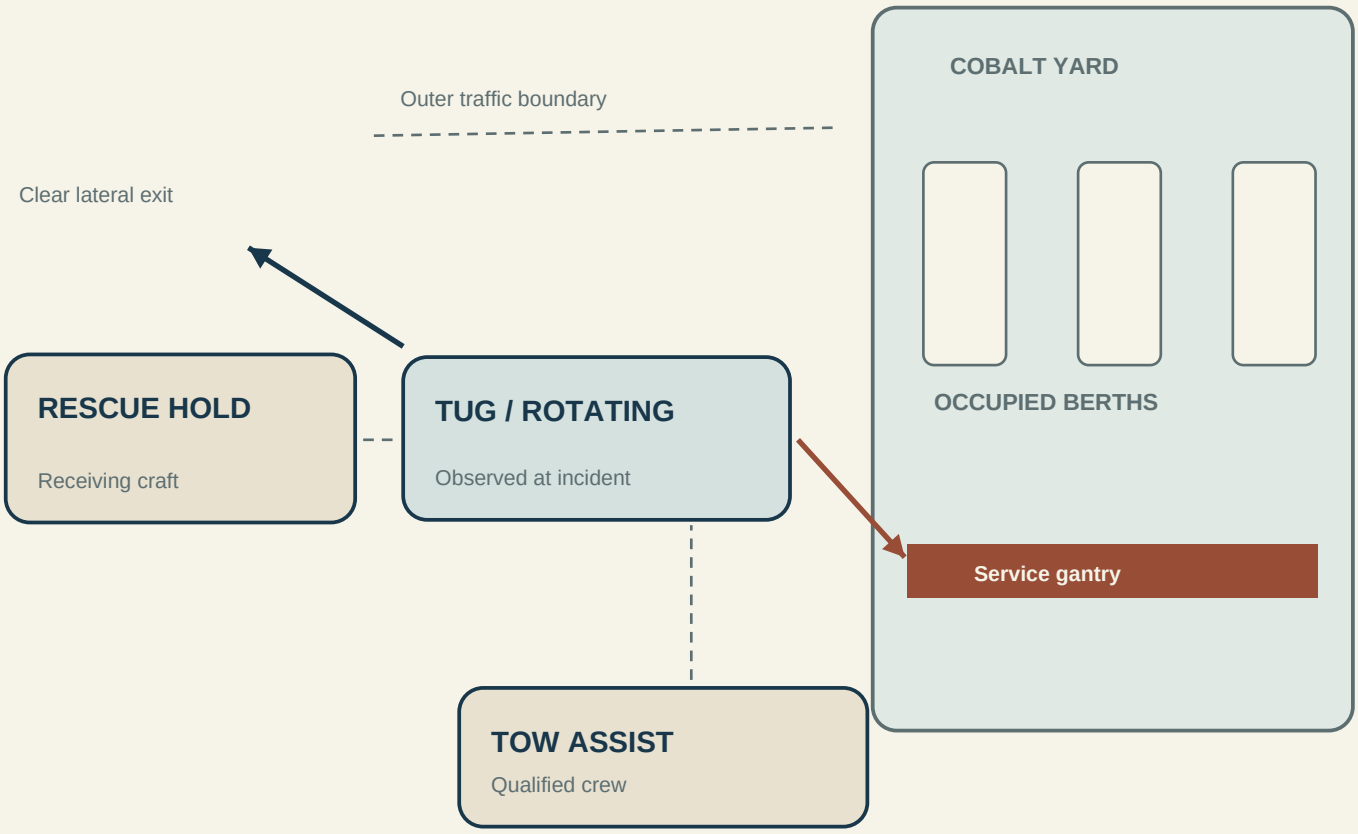
At T+1:00 and T+2:00. The visible independent response on page 7 gives both tugs concrete default jobs and a separate Harek radio route. Use those jobs unless the actual play has changed their prerequisites. Tell the PCs what Control is doing; permit them to improve, redirect or reject a task.

Before an exposed risk. State the remaining predicted time and observable consequence: “The line can snag that radiator if you load it now; you have about forty seconds to clear the lead.” If a check fails, apply the announced setback and update the picture. A late approach may save every person while the hull damages the emptied gantry. It is not an automatic party death or an excuse to invent a second tug accident.

Worked branch. The PCs call at T+0:00, match motion at T+1:00 and spend the next minute arranging a safe tow attachment while local crews approach. At T+2:00 Tug Two is in position but does not pull on an unattached line. The PCs' connector is loaded by T+2:30, changing the projected path away from the gantry. The cabin standoff and safe evacuation still need resolving; there is no new four-minute deadline on the people. If they instead lose the approach at T+1:00, their 30-second reset matters, but the responding local tugs do not stop acting until invited back into the narrative.

Cobalt Yard / approach traffic

RELATIVE TRAFFIC PLACEMENT - NOT NAVIGATIONAL SCALE



READER NOTES

A visible displaced stern-trim nozzle and continuing drive plume may be observed with suitable sight or sensors. The sketch shows approach relationships, not absolute distances or a successful manoeuvre.

Control coordinates berth clearance, holding stations and professional tow assistance. Record actual craft, lines, approach side, movement and times during play. No one aboard is located by this exterior picture.