KADABRA GAMES

GOLDEN KEEP

THE GOLDEN OCEAN



THE CAPTAIN’S BOOK

ILLUSTRATED PLAYER’S MANUAL

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The desktop browser alpha, also titled The Great Crossing. This book covers its working ship, instruction, coastal services and six-passage migration. It does not describe a finished ocean-spanning campaign or certify every voyage as balanced.

FOREWORD

Enter the world

A Hulk carries a settlement as well as a crew. On the Iron Promise, your heading, your promises and the water in your casks all matter. The helm answers through working hands and loaded machinery. A frightened household cannot be reduced to cargo; a crew member sent to the pumps cannot also haul a mooring line.

This manual teaches the current playable crossing. Begin with Urren’s lessons, learn to bring the vessel alongside, then undertake the migration between Thel and Lest. You may inspect the sea from above or walk the working decks. Both views command the same ship, using the same finite people and the same delays.



From the world’s cinematic artwork. Gameplay illustrations inside this book are labelled separately.

CHAPTER 01

Before the First Bell

Open the alpha

Open the game's Play page in a desktop browser with keyboard and mouse. Keep the window large enough to read the sea and the command board together. The board can scroll within a smaller window. If you use a downloaded browser package, start its supplied launcher or local server; opening an isolated HTML file may prevent its modules and sounds from loading.

Choose Normal and leave the voiced lesson enabled for your first voyage. Click into the game to begin sound playback. A silent browser tab may simply need this first interaction. Sound controls separate People aboard, Hull & machinery, and Sea & weather, so reduce the sea without losing spoken instruction. Captions remain useful even when the room is quiet.

Choose how much help you want

Normal offers advice and highlights the relevant control; you still give the order. Adventure can issue a suggested guarded order, but crew travel, machinery work and the ship's inertia still happen. Enemy attacks stand down in Adventure. Weather, provisions and labour remain your responsibility. Hardcore removes unsolicited advice and emergency offers. You can still request lessons.

Choose a mode for the kind of crossing you want to learn. Adventure is useful when locating controls is consuming more attention than the sea. Normal gives you the full sequence of suggestion, decision and execution. Neither mode means that a loaded Hulk will stop on a button press. The selected mode stays with the saved voyage.

Lessons and separate practice

Urren's Lessons book contains six chapters. During instruction, Training hold freezes voyage progress, supplies, weather and danger while allowing the required machinery and crew to work. The haul exercise still uses actual ropes to draw the hull alongside. A yellow progress bar follows accepted work; That worked → Continue waits for you.

Show me where to click restores the correct control if a panel was closed. Read specific corrections about canvas, anchors, ropes or staffing before repeating an order. Departure and arrival practices use separate save slots. Return to migration brings back your voyage, including after an unsuccessful drill; practice does not replace the migration or its harbour checkpoint.

CHAPTER 02

Read the Ship Before You Move Her



Earlier alpha interface: the command deck separates helm, sweeps, canvas, mooring and hands.

Orders are not results

The workspace groups Helm, Sweeps, Canvas, Mooring and Hands. Amber indicates an order; the pale indication shows what the mechanism has achieved. Between them lie travel, preparation and loaded work. An assigned gang may still be crossing the deck. A reversed helm may still be taking up chain slack. Watch these stages before concluding that a control has failed.

A useful order sequence is: decide, issue once, observe the response, then judge the hull. Repeated contradictory orders can keep a mechanism busy without accomplishing the manoeuvre you intended. Check both the actual setting and the water passing the ship. Even an amidships rudder leaves existing rotation to subside.

Live controls and reading time

The machinery board remains live: opening B does not stop the voyage. Keep space ahead while changing detailed settings. Chart, ledger and company reading panels pause the crossing; use them to make a considered decision. Close a reading panel when you are ready for work and consumption to continue. A harbour job needs its explicit working watch; reading its description does not complete it.

The chart's marked destination supplies a bearing, not automatic steering. The projected track is a forecast under present orders and conditions. Wind, current, delayed steering and your next command

can change it. Read speed in hull lengths per minute: the length of your own vessel is a practical measure of stopping room.

The view can change; the rules do not

Press V to walk aboard. WASD then moves the captain, Shift strides, and arrow keys retain helm and canvas orders. Right-drag to look, or click the scene to capture the mouse; Escape releases it. Approach a staffed station and use E or T for its small order panel. Click an order or use its numbered choices.

The nearby worker is an actual person at that station. A deck order is not a shortcut around staffing or travel time. Walk away or close the panel when finished. The secured gangway and nearby pier are walkable, but the larger settlement remains scenery in this alpha. Return aboard before recovering the walkway or casting off.

CHAPTER 03

Helm, Canvas and Sweeps

Steer ahead of the bow

A and D change the retained helm order by one step. Releasing the key leaves that order in place. Q orders amidships; it does not instantly centre the rudder or cancel the ship's turn. Make an early, modest correction, watch the actual rudder and heading, and order amidships before the bow reaches the desired bearing.

Reduction gear trades slower mechanical response for greater leverage. Centre and unload the chain before shifting. Reversing direction must take up slack. With sufficient steering hands, preloading the opposed chain can shorten this delay, but keeping tension against heavy load causes wear. These are reasons to prepare outside confined water, not mechanisms to adjust in panic beside a quay.

Carry only the canvas you can use

W and S step canvas up or down. X furls it. Working canvas gives a small amount of drive for steerage; larger settings suit open water. Reefing shortens the upper canvas. Always read the achieved sail setting: an order to furl begins a job, and the hull continues on its previous momentum during and after that work.

The detailed console can divide fore, main and aft canvas and alter their trim. Unequal pressure can help a turn. Backed canvas checks forward way gradually. Treat it as a braking measure with a response

interval, not an instant reverse gear. When learning an approach, change one source of turning force at a time so you can see what it contributes.

Slow-water tools

Port and starboard sweep banks work independently. Port Ahead with starboard Back swings the bow to starboard; reversing the pair turns to port. Give Hold before reaching the final heading because the turning motion persists. Sweeps belong to slow, sheltered work. Recover them before breaking seas make their exposed machinery a liability.

The sea anchor also takes time to deploy and can damage its mounts when dropped at speed. It is not an emergency wall. Before choosing any slow-water tool, ask what the ship is doing now, who must carry out the order, and whether there is enough room for its effect to develop. If there is not, recover into open water.

CHAPTER 04

A Worked Arrival at Cinder Quay

The approach

From Ironhome, consult the chart before committing to a channel. Cinder’s approach comes from the south, northward along the west side of the forge island. Use the southern open water to give the headland room before turning north. Chainmarket is different: its dashed lane is approached from the north. A familiar control sequence does not make every harbour’s geometry identical.

Call Harbour watch early. Reduce canvas, check sideways drift, and study the quay’s line. Furl before reaching the bollards. Use opposed sweeps for a small low-speed correction, then hold them. Arriving nearly parallel and with little way is easier than asking ropes to arrest a fast, crooked vessel.

Make two lines useful

Open Shore ropes and send bow and stern lines. The board reports the gang’s travel, payout and blockers. Wait until both lines are fast. Haul both draws the real hull toward the shore; ease an end if it closes too quickly. Watch distance, alignment and tension together. A line under excessive load can slip or part.

Sending a line requires low speed, little sideways drift and a bollard in reach. The displayed approach threshold is below 1.6 hull lengths per minute. Do not use that number as a promise that any angle is

safe. If the board reports a blocker, correct the situation it names. Repeatedly pressing Send cannot bring a distant bollard closer.

Secure before shopping

Once close, settled and parallel, choose Secure berth or press E. Extra ropes are secured and the gangway lowers over live time. Gangway down is the useful arrival state: E can then open the quay. A rope attached to a bollard is not yet a completed berth, and an unfinished connection does not open the shops.

Before departure, buy provisions, settle necessary work and return the captain aboard. Complete or deliberately cancel harbour jobs before casting off. Spent materials are not restored by cancellation. After clearing close water, change from the crowded Harbour allocation to a suitable Passage watch so people who are no longer needed at those stations can rest.

CHAPTER 05

Forty-eight Hands, One Working Ship

Staffing is physical

The working watch contains forty-eight named hands shared among stations and jobs. Assigning a hand to a capstan, pump, repair party or medical duty removes that person from other work. A preset redistributes the same crew. It never creates another watch. At station is the count that can work now; assigned includes people still travelling.

Passage, Harbour and Storm presets are starting arrangements. Inspect the ship's actual needs before treating one as a universal answer. Harbour manoeuvres can demand several gangs at once. A leaking vessel may need a different balance. Once the immediate task ends, release its extra labour rather than leaving everyone employed simply because the last order succeeded.

Relief and care cost time

Hard sweeping, hauling, pumping and canvas changes build fatigue. Tired workers answer more slowly, and dangerous loaded work can injure an exhausted hand. Rotate the watch when fresher reserves are available. Relief itself takes travel time; neither the departing worker nor the replacement can simultaneously work that station while crossing.

The sick watch borrows four fit helpers from the same crew and consumes additional treatment provisions. Injured or ill people need continuing care and rest. Buying water begins recovery from

deprivation; it does not instantly restore a critical patient. Rescue passengers join the company by name but do not become trained machinery workers merely because they are aboard.

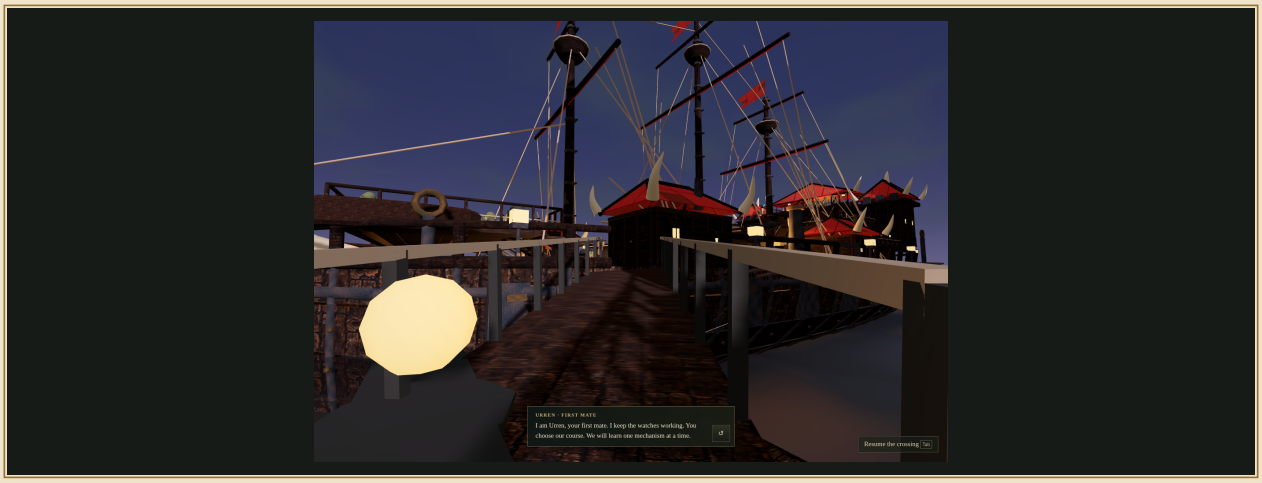
Read people as well as totals

The company and health books explain causes, remedies and current deadlines. Food and water endurance estimates use the present population, exertion and policies; heavier work or more rescued passengers will change them. Check stores before a long detour, not only after an empty-bin warning.

Low morale alone is not a random instant ending. The migration records material promises and grievances. A named loss remains part of the account. Keeping the ship alive while repeatedly breaking agreements can still produce a challenge to command. Reliable captaincy means leaving enough time and provision to honour the promises made during an emergency.

CHAPTER 06

The Sea Has Already Begun to Move



Earlier alpha gameplay: the captain approaches the ship by the quay; Urren introduces the working crew.

Read a crest correctly

The lookout arrow gives a crest's travel direction. Put the bow or stern along that bearing so the keel crosses the crest at a right angle; avoid exposing the broadside. Prepare before the wall reaches you. Rested, adequately staffed lookouts provide earlier and better information, but their arrival estimate is not a guarantee.

Small waves are common, major waves deserve attention, and rogue waves threaten the vessel's stability. The visible sea and the hull's heave, pitch, roll and shove follow the same sea field. Water can land on separate deck sections. Watch the ship's present motion instead of treating a warning as a decorative message.

Different damage needs different work

Pumps remove water. Repairs mend damage using oak and iron. Scuppers clear deck water. These are related but distinct jobs: pumping a damaged hull does not close its seams, and repairing timber does not instantly empty the bilge. Shorten canvas and recover exposed sweeps when the sea makes their loads unsafe.

Foundering, extreme flooding and rollover have recoverable danger intervals. The report prioritises an immediate physical crisis over routine notices. Use the earlier warnings to act while the crew still has time. A final countdown is a last opportunity, not the preferred moment to begin arranging pump hands or reducing sail.

The clock reads the present

The Orcish Clock describes the present sky. It is not a familiar twenty-four-hour clock and does not promise a regular sunrise. Machinery estimates, lookout reports and your stores forecast are separate instruments with separate meanings. Do not turn the clock's rim divisions into civil hours or assume a particular light will return on a fixed schedule.

CHAPTER 07

Trade, Shore Work and the Launch

Provision a route, not one departure

Quays sell finite stores at their own prices and offer different services. A provisioning quay may have no repair yard. Keep silver, food, water, oak and iron for the next leg's actual needs. Commissions occupy cargo berths and pay on delivery at the named destination. Space reserved for households is not free freight space.

Read the destination and berth cost before taking a commission. A profitable detour can consume more water or time than expected when the wind changes. Passage milestones can replenish coastal stock, but idling in a shop or reopening its menu does not manufacture goods. The trip must still be paid for and physically completed.

Fittings extend what the ship can do

Refitting yards can supply the sliding walkway and davit tender. The walkway needs suitable shore close enough and a steady Hulk. It extends from either beam; it does not turn an arbitrary distant coastline into a reachable town. The walkable shore in this alpha remains a limited platform and pier area.

The tender borrows four actual rested hands. They leave the working roster, board the boat, row around the hull and return to duty after recovery. Stores, payment, people and cargo are finite. Nothing is added to the hold merely because you dispatched the launch. Early recall returns unloaded cargo and reserved payment.

Rescue and hostile encounters

Heavy weather may force the launch home or injure its crew. Steady the Hulk before recovering it. Rescued people need berth space, food and care. A disabled raider can be boarded; a captured hull adds towing drag and can be sold at a repair yard, where surviving prisoners pass into custody.

This alpha has no slave market, unrestricted piracy of neutral traffic or retained player fleet of prizes. A successful rescue or capture is another burden on the same ship until it is brought safely to an appropriate shore. Keep that return leg in mind before committing your four launch hands.

CHAPTER 08

Six Passages Between Thel and Lest

The outward and return rhythm

The campaign begins with sixty named passengers and proceeds through six passages: The first households; The account brought home; More than beds; The contested return; The crowded crossing; and A route that can endure. Outward journeys bring settlers. Return journeys carry accounts, goods and people who choose or need to return.

Reaching the receiving shore is not always enough to finish a passage. Lest needs usable receiving capacity. Covered beds and clean water become available only after their commissioned work is complete. When the landing cannot yet receive the manifest, people remain aboard. Finish the stated work and complete arrival again rather than assuming a harbour visit discharged everyone.

Households, policy and work

Whole households board together. Limiting the manifest changes how many can travel, and deferred households receive priority on later outward passages. More passengers increase consumption and pressure on space. The useful question is not how many people can be squeezed onto the deck, but how many can be carried, received and supported through this stage.

Policy choices disclose costs and consequences. Pay attention to obligations that require real travel or completed work. A passage promise cannot be fulfilled by a payment button. Settlement projects, refits, repairs and harbour accounts take labour and live work time; Run the harbour watch explicitly advances that time and its provision costs.

Authority must answer to evidence

Crew and household confidence are distinct. A hearing gives a grievance a process; it does not itself pay an unpaid debt or carry a promised passenger home. Fulfil the material remedy where possible, read the remaining obligations and allow recovery work its promised time.

An unresolved supported challenge can replace the captain after notice in safe conditions. A successor inherits people, debts, ship work and institutions; personal talents are lost. Earned captain practices are revealed by conduct rather than bought from an initially complete talent tree. The route's endurance matters beyond the success of any one captain.

CHAPTER 09

Keep the Account

Protect the voyage

Use the game's save and continue controls rather than relying on leaving a tab open. Saves belong to the browser's local storage for that game location. Switching browsers, profiles or site addresses can make an existing voyage appear absent. Clearing site data can remove local progress. Keep the same address and browser profile when continuing.

The game saves when backgrounded and pauses a sailing voyage when its page becomes hidden, but confirm your progress before closing. Practice uses separate slots and has its own return action. Use Return to migration when leaving a drill. Do not begin a new voyage merely because a failed practice screen is unfamiliar.

When an order appears ignored

First check for a reading panel, pause state or Training hold. Then inspect the named mechanism: are hands travelling, is the chain loaded, is an anchor deployed, is a rope holding, or is the job blocked? Correct the reported cause. A crew order can be accepted while its physical effect is still developing.

If the ship keeps turning after you release A or D, press Q: helm orders persist. If you cannot enter a harbour shop, wait for a secured berth and gangway. If a station's numbered orders replace watch shortcuts, close that station panel first. If sound is missing, interact with the page and inspect the three sound groups and browser mute control.

A captain's closing checklist

Before the next long passage, check the current objective, stores, receiving capacity, hull, bilge and fatigue. Clear unfinished harbour work, inspect the actual canvas and rope states, and leave yourself room to manoeuvre. These habits are tactical advice built from the simulation's rules; they do not guarantee a safe crossing in every combination of weather and load.

CHAPTER 10

Words at the Helm



Earlier alpha gameplay: a broadside sea is reported alongside helm, canvas and watch information.

Ship language

Amidships means a centred rudder order. Way is the vessel's movement through the water; drift is sideways motion that can spoil an otherwise straight approach. A sweep is a large rowing mechanism, with each bank separately commanded. Reefing shortens upper canvas. Backing canvas checks way gradually.

A capstan works a shore rope. Made fast means attached; a secured berth includes the later securing work and usable gangway. Bilge is accumulated water inside the hull. Oak and iron are repair materials, not automatic repairs. The manifest records the people aboard; the working watch is the finite crew available to operate the ship.

A passage is one completed campaign leg. A commission is paid cargo work. A grievance names an unmet claim; an obligation records what remains owed. A receiving work increases Lest's capacity only when its labour is complete. Training hold is the instruction state, while a practice voyage is a separate drill that can return to the migration.

KEEP BESIDE YOUR KEYBOARD

Quick reference

Action	Control	Remember
Helm step	A / D	Overhead: order persists after release.
Amidships	Q	Rudder centres over time; existing turn remains.
More / less canvas	W / S or Up / Down	In captain view, use arrows for ship orders.
Furl canvas	X	Does not instantly stop the hull.
Reef upper canvas	R	Real crew work takes time.
Watch preset	1 / 2 / 3	Passage / Harbour / Storm; station panels use numbers for their own choices.
Mechanisms	B	Live ship controls; voyage continues.
Context action	E	Secure berth, open quay or investigate; in captain view may open a nearby station.
Chart / ledger / company	M / J / C	Reading panels pause the voyage.
Contacts / health	L / I	Read lookout contacts or sick watch.
Pause	P / Escape	Escape first closes the active panel or releases captured mouse.
Walk aboard	V	Toggles captain view.
Captain movement	WASD; Shift	Walk / stride aboard in captain view.
Nearby station	E / T	Open its actual orders; numbered choices 1-5 when shown.
Clear / restore HUD	Tab	Use the visible Return to the helm control if needed.
Inspect deck	G	Overhead inspection.
Sea anchor	Space	Deploy/recover with real work and load constraints.
Weapon / horn	F / H	Issue available weapon or horn action; read readiness.
Look / zoom	Mouse drag / wheel	Captain view supports right-drag or pointer capture; wheel controls overhead zoom.