



5 Steps to Navigating Your Ocean Dream

By Captain Deb Marlor



Contents

Introduction
page 1

Vision
page 6

Decide
page 8

Testing
page 11

Choices
page 13

Action
page 16

Glossary of Nautical Terms
page 18



Introduction

Five years ago, I was the CEO and Founder of my award winning, sales & marketing company. I had recently moved Corporate headquarters from Boise, ID to Austin, Texas. Wrapped up in the pace of business with 90% new staff, location, and several new clients, I was beyond stretched to the limit. I was working 12-14 hours a day, 6 days a week, and going through the motions. I no longer had the love and passion for my business!

Up until that point, I had always been able to re-generate that love and passion. I had proven results client after client. Twenty years of re-creating myself, pivoting but not any longer.

- I knew that I was done.
- I did not have the passion for my business anymore.
- I still showed up, but it felt like an obligation, and I knew that what I had to do is keep going until I found that person who would buy my business.

I had continued to network and was in the process of regenerating myself looking for this person who ultimately wanted to buy my business. I received an email out of the blue, from a guy I had met, and it simply said, "I got your guy". I immediately followed up and set a conference call to meet Todd. In the first, 15 minutes I knew he was a great guy, smart, energetic, and then I asked him his salary requirements. He said \$250,000.00 a year, and my response was simple. I think we are done here. I am not in a position as a small business to hire someone with those salary requirements. I stopped talking. It was silent for a long time, and then Todd stated he would like to continue this conversation, as he was very interested in the opportunity and could we meet on Sunday. I told him flat out what I could pay, and if he could agree to that then I would be happy to meet.

Back in 2011 we went on vacation in St. Thomas. We did what we have always had done on vacation. Schedule a day charter on a sailboat. By the end of the day we asked was it possible to come back the following day. A resounding, Yes. That day Max suggested that we should really consider doing a 7-10-day charter and see if we loved being on board, living.

We took that recommendation to heart and contacted her referral. We scheduled our vacation for March 2012 sailing out of Tortola. July 2012 we were asked to crew from the Bahamas to Charleston, SC. We were hooked! We scheduled a trip to Los Angeles for Labor Day weekend and arranged to look at sailboats. On Sunday evening, we stood on our balcony at the Portofino Hotel in Redondo Beach



watching the sunset. The sailboats were returning to the Harbor and we looked at each other and committed, YES we are going to get a sailboat. On Monday, Hugh had to fly out early for work and I continued to look at boats with the broker. He showed me a Beneteau Oceanis 381. I loved it! And I was sold!

The hunt was on, we found 4 boats. Seattle, Myrtle Beach, San Diego, and Baltimore. Myrtle Beach was a no, Baltimore we were under contract and the owner backed out of the deal, stating his wife decided she did not want to sell it yet. That left Seattle, that boat was a 381 and the Yachting magazine listed it as SOLD.

We called anyway and talked to the broker, she asked for a day, because she really felt the people were “jerking” her around and low balling.

The owner did not accept their offer and we offered a few dollars more and our offer was accepted. We took possession April 1, 2013. We sailed from Seattle to Los Angeles and spent about 2 year in the Redondo Beach area sailing to Santa Barbara, The Channel Islands, Malibu, Ventura, Catalina, Newport, Dana Point and San Diego. October of 2015 Simplicity was loaded on a huge semi and transported to Houston, TX.

It's remarkable how quickly a good and favorable wind can sweep away the maddening frustrations of shore living.

—Ernest K. Gann

February of 2016 we were living in downtown Austin, our apartment lease was up, it was time for Todd to be the Leader of DJM and instead of renewing our lease I suggested we move aboard the boat in Houston conversation about living on the boat, Hugh looked at me and said why not?

Today, Hugh and I continue to live on Simplicity, although we have sailed over 17,000 nautical miles and now have navigated the Pacific, Gulf of Mexico, and the Atlantic. Life is simple, we both work remote. Hugh is happily employed in the Tech sector and I love coaching and supporting people. It is an honor to assist people in making their dream their reality!



Who is this Book for?

Those who dream of sailing away, cruising to the islands, learning to sail, racing, and sailing locally, and simply those who have a dream of a lifestyle that includes mother nature, the ocean, beaches, whales, dolphins and sun!

- This is for anyone who wants to have a life on the ocean, time sailing or cruising, and loves the opportunity to be in nature.
- This is for anyone who has had enough of “the grind”. You are ready to leave behind the pace of your current circumstances and conditions.
- You want to live life out on the ocean, and you want to know what the first step is.
- An adventurous lifestyle.
- That you have found that you long to be somewhere other than being in the office, that the constant repetition and pounding drives stress and anxiety, and just sadness, and not being fulfilled.
- That you no longer have the drive and passion you once did in business.
- You are ready to see the world through different lenses, experiences and a drive for peace and calm where you can experience the sunrise, “diamonds on the water”, sunsets, the sounds of the ocean lapping on the beach. To be grounded

in a way you have never experienced before – it is a magic you cannot experience tied down to a location on land.

- An inner knowing that you have yet to experience what nature has to offer
- Be one with nature. Be in the present moment. Be in calmness.

But this lifestyle is not for everyone. You must desire adventure, knowing that the weather will change, and you must be resilient, a problem solver, and know that you have lived life to its fullest potential. Not for the faint of heart!

What will it cost you if you do not?

Imagine what your life would be like if... you were on your deathbed and you were asked about what did you regret not doing during your life and your answer was I never did it, I never tried, I never took an action. I only thought about it. I regret not ever doing it! There was so much I wanted to do.

You have a choice and in this moment you can begin, you can live in taking an action each day toward your dream, and know that you are not settling to let life pass you by, every single day that you put it off is another day wrapped up in the pace of your “grind” of everyday life...

Your heart, passion, and soul.

If one line of this book resonates with you, then we should talk about what is possible for you, your life, designing your dream of a life you love living. Email me questions or comments.

From the bottom of my heart I can tell you that it is possible for each of us, I am not special, I worked hard, and smart. I invested in me, my dreams, I knew there was something more than what appeared to be the status quo. I can support you in having it too!

If you have ever wanted to sail, cruise the oceans, live on the water, and your heart beats a bit faster; you light up then contact me directly.

(deborah.marlor@yoursailinglc.com)

Schedule yourself a time and let us get you living your dream on the oceans.

CHAPTER ONE



Vision

CHAPTER TWO



Decide

CHAPTER THREE



Testing

Now we will be going through a process to test our dream.

This is the time to make a date with the Yacht broker and tell him/her that you want to see 5 different boats.

Give them your specifications.

Schedule your date and attend the meeting.

Schedule a date for a sailing lesson, or to go on a day, week or more charter. Test this out. Maybe it's not your boat or property but make sure that this is really what you would love.

It is time to try it on. Just like buying a new suit or dress we put it on.

How does it feel? How does it smell, and taste?

What do you hear?

Memorize the feelings you have as you step into your test

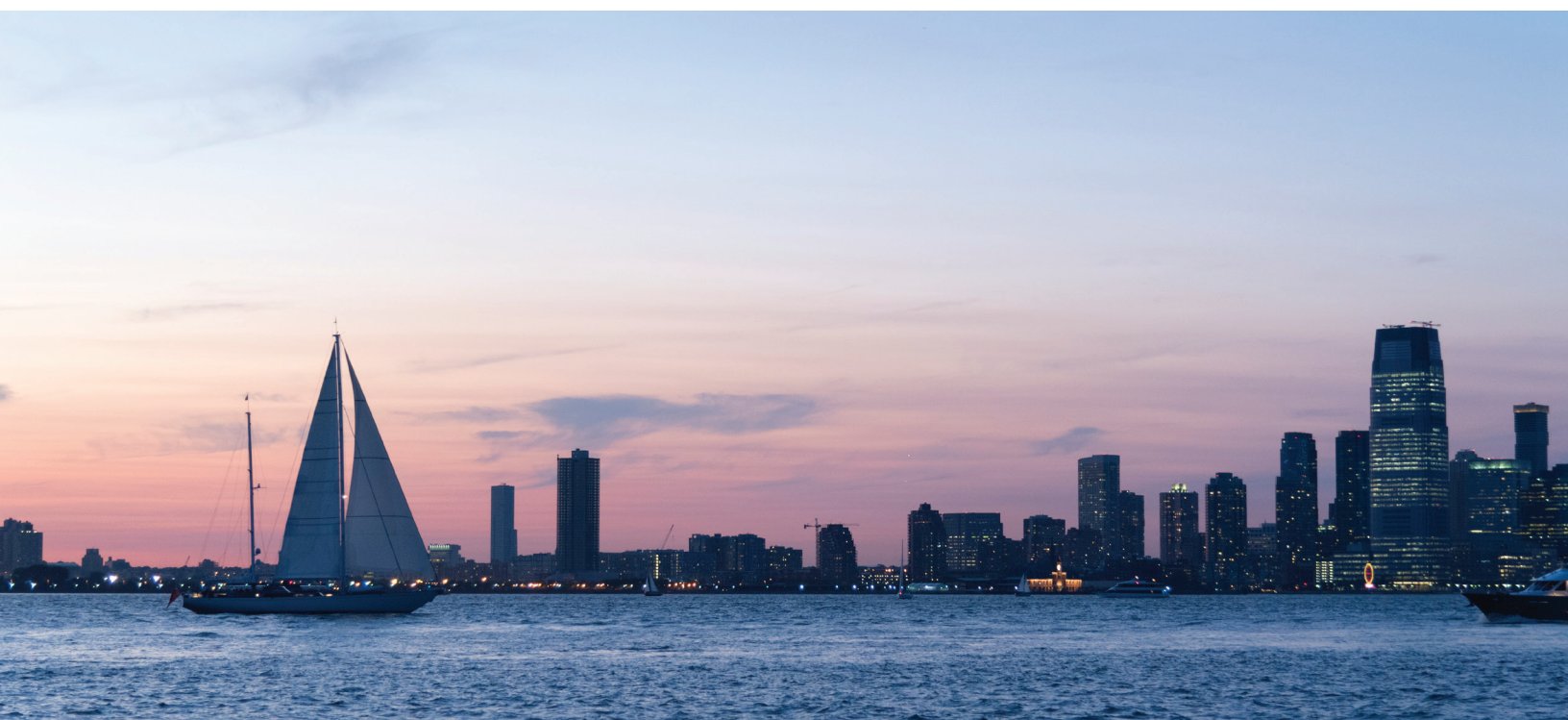
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Do you love this life?

Calibrate, adjust, do whatever is necessary for you to answer the question.

I love my life!

You are on the way.



CHAPTER FOUR



Choices

CHAPTER FIVE



Action

What's next? Every day, with what you have, from where you are, take a step, and then another.

Take Action!

The magical beauty of this process is as you go through each of these steps, opportunities, people, places, unforeseen forces you have never experienced will present themselves.

You will know exactly what to do.

Listen to your intuitive “still small voice” and ask yourself what would I love?

One year to the day that we “decided to buy a boat” we sailed into King Harbor on our 38’ sailboat Simplicity.

Now it is your turn to have the lifestyle and your dream. It is possible.

BONUS: Common Mistakes People Make when Buying a Boat

1. Skipping the Survey
2. Falling in love with a boat, emotion versus logic
3. Buying only by brand, size or what looks good rather than considering objectives or future needs.
*Not matching your needs with the boat, you buy.
4. Buying too much boat for your skillset.
5. Not staying within your budget, either for the original purchase or refit.
6. Disregarding regular maintenance expenses and capital improvement expenditures with evaluating total cost of purchase. Not considers after-sales support (parts – availability).
7. Buying a vessel with an underpowered engine.

GLOSSARY OF Nautical Terms

A

- ABAFT** – Toward the rear (stern) of the boat. Behind.
- ABEAM** – At right angles to the keel of the boat, but not on the boat.
- ABOARD** – On or within the boat.
- ABOVE DECK** – On the deck (not over it – see ALOFT)
- ABREAST** – Side by side; by the side of. To define abreast in non sailing terms would be alongside something.
- ADRIFT** – Loose, not on moorings or towline.
- AFT** – Toward the stern of the boat. The aft of a ship is towards the rear of the ship, or the back of a boat.
- AGROUND** – Touching or fast to the bottom.
- AHEAD** – In a forward direction.
- AIDS TO NAVIGATION** – Artificial objects to supplement natural landmarks indicating safe and unsafe waters.
- ALEE** – A good alee definition would be: away from the direction of the wind. Opposite of windward.
- ALOFT** – Above the deck of the boat.
- AMIDSHIPS** – In or toward the center of the boat.
- ANCHORAGE** – A place suitable for dropping anchor in relation to the wind, seas and bottom.
- ASTERN** – In back of the boat, opposite of ahead.
- ATHWARTSHIPS** – At right angles to the centerline of the boat; rowboat seats are generally athwart ships.
- AWEIGH** – The position of anchor as it is raised clear of the bottom.

B

BATTEN DOWN – Secure hatches and loose objects both within the hull and on deck.

BEAM – The greatest width of the boat.

BEARING – The direction of an object expressed either as a true bearing as shown on the chart, or as a bearing relative to the heading of the boat.

BELOW – Beneath the deck.

BIGHT – The part of the rope or line, between the end and the standing part, on which a knot is formed.

BILGE – The interior of the hull below the floor boards. A bilge pump is a special device for this area.

BITTER END – The last part of a rope or chain. The inboard end of the anchor rode.

BOAT – A fairly indefinite term. A waterborne vehicle smaller than a ship. One boat definition is a small craft carried aboard a ship.

BOAT HOOK – A short shaft with a fitting at one end shaped to facilitate use in putting a line over a piling, recovering an object dropped overboard, or in pushing

or fending off.

BOOT TOP – A painted line that indicates the designed waterline.

BOW – The forward part of a boat. The bow of a boat can also be referred to as the front. It's the opposite of the stern of a boat in sailing terms.

BOW LINE – A docking line leading from the bow.

BOWLINE – A knot used to form a temporary loop in the end of a line.

BRIDGE – The location from which a vessel is steered and its speed controlled. "Control Station" is really a more appropriate term for small craft.

BRIDLE – A line or wire secured at both ends in order to distribute a strain between two points.

BRIGHTWORK – Varnished woodwork and/or polished metal.

BULKHEAD – A vertical partition separating compartments.

BUOY – An anchored float used for marking a position on the water or a hazard or a shoal and for mooring.

BURDENED VESSEL – That vessel which, according to the applicable Navigation

Rules, must give way to the privileged vessel. The term has been superseded by the term “give-way”.

C

CABIN – A compartment for passengers or crew.

CAPSIZE – To turn over.

CAST OFF – To let go.

CATAMARAN – A twin-hulled boat, with hulls side by side.

CHAFING GEAR – Tubing or cloth wrapping used to protect a line from chafing on a rough surface.

CHART – A map for use by navigators.

CHINE – The intersection of the bottom and sides of a flat or v-bottomed boat.

CHOCK – A fitting through which anchor or mooring lines are led. Usually U-shaped to reduce chafe.

CLEAT – A fitting to which lines are made fast. The classic cleat to which lines are belayed is approximately anvil-shaped.

CLOVE HITCH – A knot for temporarily fastening a line to a spar or piling.

COAMING – A vertical piece around the edge of a cockpit, hatch, etc. to prevent water on deck from running below.

COCKPIT – An opening in the deck from which the boat is handled.

COIL – To lay a line down in circular turns.

COURSE – The direction in which a boat is steered.

CUDDY – A small shelter cabin in a boat.

CURRENT – The horizontal movement of water.

D

DEAD AHEAD – Directly ahead.

DEAD ASTERN – Directly aft.

DECK – A permanent covering over a compartment, hull or any part thereof.

DINGHY – A small open boat. A dinghy is often used as a tender for a larger craft.

DISPLACEMENT – The weight of water displaced by a floating vessel, thus, a boat’s weight.

DISPLACEMENT HULL – A type of hull that plows through the water, displacing a

weight of water equal to its own weight, even when more power is added.

DOCK – A protected water area in which vessels are moored. The term is often used to denote a pier or a wharf.

DOLPHIN – A group of piles driven close together and bound with wire cables into a single structure.

DRAFT – The depth of water a boat draws.

E

EBB – A receding current.

F

FATHOM – Six feet.

FENDER – A cushion, placed between boats, or between a boat and a pier, to prevent damage.

FIGURE EIGHT KNOT – A knot in the form of a figure eight, placed in the end of a line to prevent the line from passing through a grommet or a block.

FLARE – The outward curve of a vessel's sides near the bow. A distress signal.

FLOOD – A incoming current.

FLOORBOARDS – The surface of the cockpit on which the crew stand.

FLUKE – The palm of an anchor.

FOLLOWING SEA – An overtaking sea that comes from astern.

FORE-AND-AFT – In a line parallel to the keel.

FOREPEAK – A compartment in the bow of a small boat.

FORWARD – Toward the bow of the boat.

FOULED – Any piece of equipment that is jammed or entangled, or dirtied.

FREEBOARD – The minimum vertical distance from the surface of the water to the gunwale.

G

GALLEY – The kitchen area of a boat.

GANGWAY – The area of a ship's side where people board and disembark.

GEAR – A general term for ropes, blocks, tackle and other equipment.

GIVE-WAY VESSEL – A term used to describe the vessel which must yield in meeting, crossing, or overtaking situations.

GRAB RAILS – Hand-hold fittings mounted on cabin tops and sides for personal safety when moving around the boat.

GROUND TACKLE – A collective term for the anchor and its associated gear.

GUNWALE – The upper edge of a boat's sides. These are found on the sides of a boat.

H

HARD CHINE – An abrupt intersection between the hull side and the hull bottom of a boat so constructed.

HATCH – An opening in a boat's deck fitted with a watertight cover.

HEAD – A marine toilet. Also the upper corner of a triangular sail.

HEADING – The direction in which a vessel's bow points at any given time.

HEADWAY – The forward motion of a boat. Opposite of sternway.

HELM – The wheel or tiller controlling the rudder.

HELMSPERSON – The person who steers the boat.

HITCH – A knot used to secure a rope to another object or to another rope, or to

form a loop or a noose in a rope.

HOLD – A compartment below deck in a large vessel, used solely for carrying cargo.

HULL – The main body of a vessel.

I

INBOARD – More toward the center of a vessel; inside; a motor fitted inside a boat.

INTRACOASTAL WATERWAY – ICW: bays, rivers, and canals along the coasts (such as the Atlantic and Gulf of Mexico coasts), connected so that vessels may travel without going into the sea.

J

JACOBS LADDER – A rope ladder, lowered from the deck, as when pilots or passengers come aboard.

JETTY – A structure, usually masonry, projecting out from the shore; a jetty may protect a harbor entrance.

K

KEEL – The centerline of a boat running fore and aft; the backbone of a vessel.

KNOT – A measure of speed equal to one nautical mile (6076 feet) per hour.

KNOT – A fastening made by interweaving rope to form a stopper, to enclose or bind an object, to form a loop or a noose, to tie a small rope to an object, or to tie the ends of two small ropes together.

L

LATITUDE – The distance north or south of the equator measured and expressed in degrees.

LAZARETTE – A storage space in a boat's stern area.

LEE – The side sheltered from the wind.

LEEWARD – The direction away from the wind. Opposite of windward.

LEEWAY – The sideways movement of the boat caused by either wind or current.

LINE – Rope and cordage used aboard a vessel.

LOG – A record of courses or operation. Also, a device to measure speed.

LONGITUDE – The distance in degrees east or west of the meridian at Greenwich, England.

LUBBER'S LINE – A mark or permanent

line on a compass indicating the direction forward parallel to the keel when properly installed.

M

MARLINSPIKE – A tool for opening the strands of a rope while splicing.

MIDSHIP – Approximately in the location equally distant from the bow and stern.

MOORING – An arrangement for securing a boat to a mooring buoy or a pier.

N

NAUTICAL – It's easy to define nautical: it is an all encompassing word for anything concerning sailors or maritime travel. All of the boat terminology here can be defined as nautical words.

NAUTICAL MILE – One minute of latitude; approximately 6076 feet – about 1/8 longer than the statute mile of 5280 feet.

NAVIGATION – The art and science of conducting a boat safely from one point to another.

NAVIGATION RULES – The regulations governing the movement of vessels in relation to each other, generally called steering and sailing rules.

O

OUTBOARD – Toward or beyond the boat’s sides. A detachable engine mounted on a boat’s stern.

OVERBOARD – Over the side or out of the boat.

P

PIER – A loading platform extending at an angle from the shore.

PILE – A wood, metal or concrete pole driven into the bottom. Craft may be made fast to a pile; it may be used to support a pier (see **PILING**) or a float.

PILING – Support, protection for wharves, piers etc.; constructed of piles

PILOTING – Navigation by use of visible references, the depth of the water, etc.

PLANING – A boat is said to be planing when it is essentially moving over the top of the water rather than through the water.

PLANING HULL – A type of hull shaped to glide easily across the water at high speed.

PORT – The left side of a boat looking forward. A harbor.

PRIVELEGED VESSEL – A vessel which, according to the applicable Navigation Rule, has right-of-way (this term has been superseded by the term “stand-on”).

Q

QUARTER – The sides of a boat aft of amidships.

QUARTERING SEA – Sea coming on a boat’s quarter.

R

RODE – The anchor line and/or chain.

ROPE – In general, cordage as it is purchased at the store. When it comes aboard a vessel and is put to use it becomes line.

RUDDER – A vertical plate or board for steering a boat.

RUN – To allow a line to feed freely.

RUNNING LIGHTS – Lights required to be shown on boats underway between sunset and sunrise.

S

SATELLITE NAVIGATION – A form of po-

sition finding using radio transmissions from satellites with sophisticated on-board automatic equipment.

SCOPE – Technically, the ratio of length of anchor rode in use to the vertical distance from the bow of the vessel to the bottom of the water. Usually six to seven to one for calm weather and more scope in storm conditions.

SCREW – A boat’s propeller.

SCUPPERS – Drain holes on deck, in the toe rail, or in bulwarks or (with drain pipes) in the deck itself.

SEA COCK – A through hull valve, a shut off on a plumbing or drain pipe between the vessel’s interior and the sea.

SEAMANSHIP – All the arts and skills of boat handling, ranging from maintenance and repairs to piloting, sail handling, marlinespike work, and rigging.

SEA ROOM – A safe distance from the shore or other hazards.

SEAWORTHY – A boat or a boat’s gear able to meet the usual sea conditions.

SECURE – To make fast.

SET – Direction toward which the current is flowing.

SHIP – A larger vessel usually thought of as being used for ocean travel. A vessel able to carry a “boat” on board.

SLACK – Not fastened; loose. Also, to loosen.

SOLE – Cabin or saloon floor. Timber extensions on the bottom of the rudder. Also the molded fiberglass deck of a cockpit.

SOUNDING – A measurement of the depth of water.

SPRING LINE – A pivot line used in docking, undocking, or to prevent the boat from moving forward or astern while made fast to a dock.

SQUALL – A sudden, violent wind often accompanied by rain.

SQUARE KNOT – A knot used to join two lines of similar size. Also called a reef knot.

STANDING PART – That part of a line which is made fast. The main part of a line as distinguished from the bight and the end.

STAND-ON VESSEL – That vessel which has right-of-way during a meeting, crossing, or overtaking situation.

STARBOARD – The right side of a boat

when looking forward.

STEM – The forward most part of the bow.

STERN – The after part of the boat in nautical terms. The stern of a boat is the back portion of the vessel. It is the opposite to the bow of a boat, which is the front.

STERN LINE – A docking line leading from the stern.

STOW – To put an item in its proper place.

SWAMP – To fill with water, but not settle to the bottom.

T

THWARTSHIPS – At right angles to the centerline of the boat.

TIDE – The periodic rise and fall of water level in the oceans.

TILLER – A bar or handle for turning a boat's rudder or an outboard motor.

TOPSIDES – The sides of a vessel between the waterline and the deck; sometimes referring to onto or above the deck.

TRANSOM – The stern cross-section of a square sterned boat.

TRIM – Fore and aft balance of a boat.

U

UNDERWAY – Vessel in motion, i.e., when not moored, at anchor, or aground.

V

V BOTTOM – A hull with the bottom section in the shape of a "V".

W

WAKE – Moving waves, track or path that a boat leaves behind it, when moving across the waters.

WATERLINE – A line painted on a hull which shows the point to which a boat sinks when it is properly trimmed (see **BOOT TOP**).

WAY – Movement of a vessel through the water such as headway, sternway or leeway.

WINDWARD – Toward the direction from which the wind is coming.

Y

YACHT – A pleasure vessel, a pleasure boat; in American usage the idea of size and luxury is conveyed, either sail or power.

YAW – To swing or steer off course, as when running with a quartering sea.

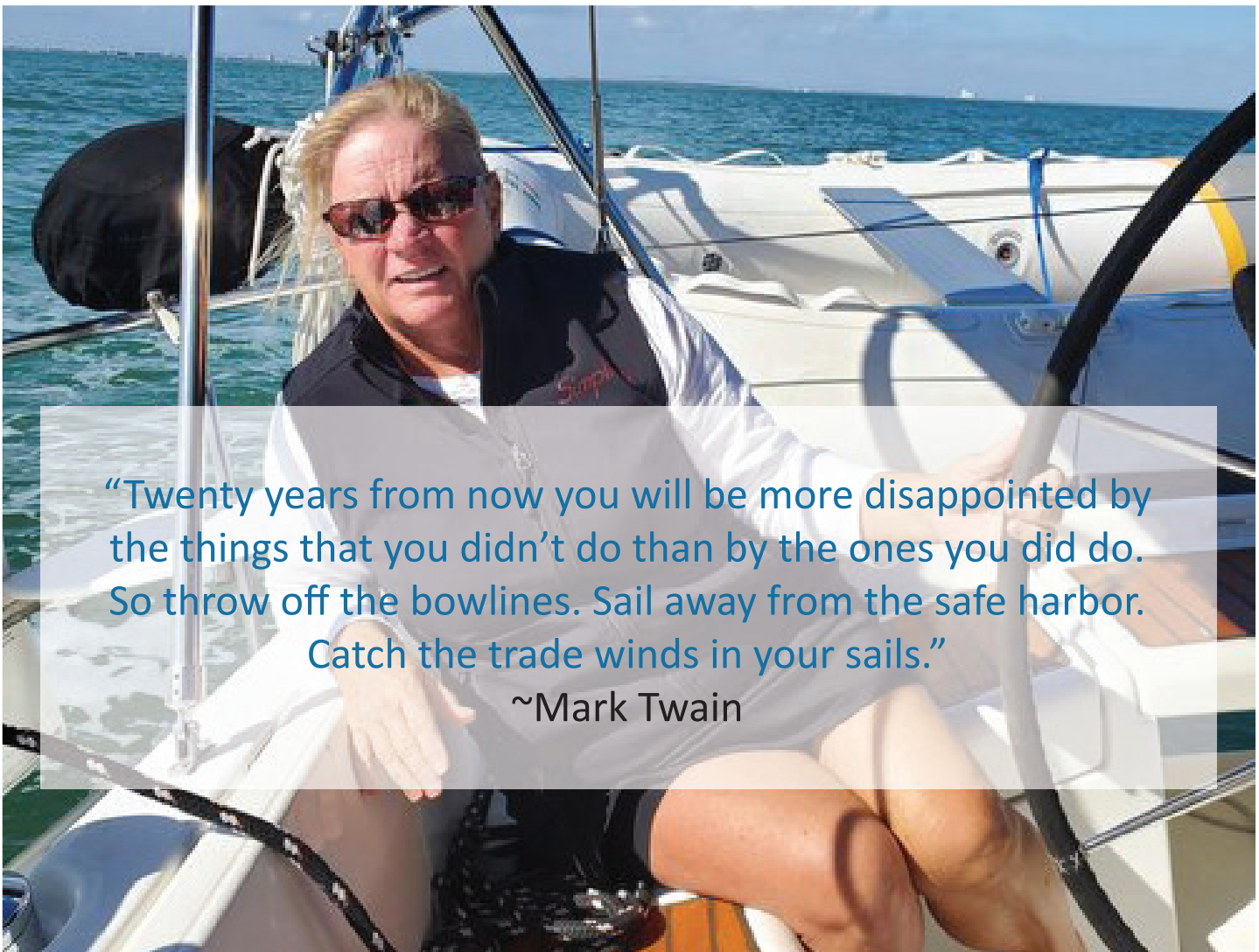
Radio Terminology

Roger: indicates you have received a transmission

Over: means you expect a response

Wilco: says you will comply (Unlikely to ever hear)

Out: this is the end of your transmission



“Twenty years from now you will be more disappointed by the things that you didn’t do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails.”

~Mark Twain