Notes by Mick Steiner 7/28/2016

Hello everyone!

We have the boat up in a new lift and it seems like everything is now set.  There are quite a few things that are different on this boat than the old one mostly due to it being an inboard V drive and not a stern drive, and also it has many more features the old one didn't have.  I'd recommend everyone (each family and everyone that's going to drive the boat) go through the Mau Marine orientation that comes with the purchase of the boat [each family has been trained].  I'm sending this email because there are a few things that are specific to us and our dock that we've learned from using the boat the last couple of days that will help you guys not make some of the same mistakes we did and also that they may not go over in the orientation.

**Docking**

1. **\***BEFORE EVEN ATTEMPTING TO DOCK THE BOAT ON ***ANY*** DOCK\*  Swing wakeboard racks inside the boat and drain all ballast tanks.  We've already taken out one of the plastic dock post covers with the wakeboard racks out, so this is where the learning from our mistakes comes in.  The wakeboard racks will also catch on dock posts if pulling up to a gas dock or Arnolds park, for example.  It is important to empty the ballast tanks before pulling up the boat as to not give the lift motor any more work than the 4500 pounds the boat already weighs. Also, the ballast will affect the ride height of the boat and may mean it won't cozy up to a dock properly. If the boat won't fully move into the lift when bringing it in, this may be a culprit.

2.  The way any V drive inboard boat works (you'll find this out in orientation) is that the boat will pull to the right in reverse, so the method of coming into the lift quickly and using reverse as a brake is no longer an option.  You can do it a little bit, but it is recommended to just come into the lift slower (Because the boat is heavier it seems to slow down a bit more in neutral so that helps you out as well).

3.  Coming in slower is also necessary because we have a front stop and not a back stop on our lift now.  It is easy to ride the boat up on the front stop if you're coming in too hot. This is a bad thing to do because if you get too far in you could potentially catch the prop or rudder on the back crossbar.

4.  To ensure the boat isn't in too far or not far enough, line up the back left cleat on the boat with the back left white noodle bumper thing on the lift (this is the official term for that object).  We've found the easiest way is to get the boat mostly in and then adjust back and forward by pushing against the lift or with a little help from the motor.

5.  The white noodle bumper things are relatively tight against the boat so the main concern in getting the boat on the lift is just getting the nose and the front third of the boat in between the white noodle bumper things, and then with a little power swinging the back end in they guide the boat in quite nicely.  I made a bit of a mistake with the throttle and bent the right rear bumper (we'll touch on that in a bit) but it is still in good enough shape to serve its purpose for the rest of the season provided we don't make it worse :).

6.  When parking alongside a dock, you can use the starboard pull in reverse to your advantage.  Head at the dock at a 45 degree angle, when you are getting fairly close turn the wheel to the right and give it some reverse to swing the back end in.  This takes some practice to dial in, but is nice once you've got it down.  It is unfortunate, but you will almost always want to park the boat with the dock on the starboard side because of the rightward pull.  It can be done, but it is very hard to park on the port side because of how the reverse works.

**Running**

1.  When pulling out of the lift, remember the boat will pull to the right.  This is quite nice for keeping the boat away from the dock, but have a passenger watch the front left corner of the boat to make sure it doesn't hit because sometimes the pull to the rear right is quite pronounced and can swing the front closer to the dock.

2.  The throttle locks in neutral and takes a pull up on the little black ring underneath the knob on the throttle to engage it in either forward or reverse.  Keep this in mind when wanting to switch from forward to reverse or vice versa quickly.  Especially in cases of wanting to hit the brakes when coming in at the wrong angle. It will keep our white noodle bumper things safer ;).

3.  We've found that the touch screen is a little stubborn at times and all of the different options work best if you've backed out to the home screen first and have the boat in neutral.

4.  The round arrow in the top left of the touch screen, and also the big green "on" in the perfect pass menu means the perfect pass is on and the boat will slow the throttle at that speed.

5.  The way the hull is designed, the boat is a bit bouncier in rough water because it doesn't have the cutting front edge that a standard hull would have.  However, we've found that the sweet spot is about 15 miles an hour to plow through big waves with little effect on the boat (even better than the sea ray).

6. You also want to avoid hitting large waves at low speeds head on, as water will rush over the front and soak the passengers.  Move the boat to a 45 degree angle or give the boat gas to lift up the bow to avoid this.

**Towing Skiers**

1.  Wakeboarding and Surfing ropes attach to the tower, and any other watersports attach to the competition pole near the back seat of the boat.  Especially DO NOT attach a tube to the tower.  It creates too much drag and can damage the boat.  The tower is attached deep into the hull and if it has too much pull on it it will be a very expensive fix.

       1a. Ropes attached to the tower go over the bimini top.

       1b. The best way to fix a rope to those pylons (if you're using the multicolored rope) is to push the loop on the end of the rope that goes to the handle through the loop on the next section of rope that will hang into the boat.  I attached a photo of this.  The pylon goes where the orange and yellow together have made a loop.  The orange rope would be the one going to the handle, and the yellow would be the end that hangs into the boat. [Note: Jim did find another way do attach the rope, without having to put the handle through the loop.]

2.  This may sound dumb, but it is something that took us a while to figure out and was not included in the orientation.  To attach a wakeboard/surfboard in the rack the ball on the end of the bungee cord fits into a little pocket for it on the bottom of the rack.

**On The Lift**

1.  The Bimini top is difficult to get on and off because of how tight it is. Make sure you are committed to doing it if you decide to take it off or put it on.

2.  The boat cover goes over the entire outer edge of the boat and secures underneath the edge by tightening a strap with the ratchet (like a hauling tie down) in the back.  The best way to put it on is identify the front (there is a tige logo that goes across the windshield and another that lays across the cab) put it around the front two tips of the boat and roll it to the back. Halfway you will have to velcro it around the tower and secure the buckles that go around the outside.  It is better to buckle the one further from the dock first, get the cover all pulled around the back of the boat, and then buckle the tower buckle nearest to the dock.  The last step is to ratchet it tight at the back.

P.S.  We haven't purchased a surfboard yet [update: we have one now-Ross found a yellow-and-black one], but it sounds like everyone wants to try it, so it may be a good idea to get one for everyone.  Everyone that I've spoken to and read online has recommended getting a surfing rope in addition to the board.  Its bigger around and has some knots in it to make it easier to grip the rope in front of the handle to position yourself to surf.

P.S.S. Try not to sodomize yourself on the ski pole on the back

Call me if you have any questions! The boat is super fun and can't wait for everyone to use it!