

Apex Marine, Inc.

Gillgetter/Qwest Compact Pontoon Boats

Owners/Operators Manual

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1. INTRODUCTION AND WARRANTY

1.1 INTRODUCTION

Welcome to the world of boating. We congratulate you on your selection of a quality-built Qwest or Gill Getter pontoon boat. This product was created to give you years of service and pleasure with a minimum amount of care and maintenance.

This manual should be considered a permanent part of this pontoon boat. It should remain with the boat, when sold, to provide the next owner with important safety, operating and maintenance information.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of printing. All rights are reserved to make changes at any time without notice.

1.2 THIS MANUAL

Read and understand this manual before using your boat and follow all of the safety instructions. Keep all manuals provided with your boat in a safe place in your boat at all times.

Some components may have separate instruction manuals. Where this manual indicates that you should read another manual, and you do not have that manual, contact your dealer for assistance.

This manual does not provide training for boating safety or navigation.

1.3 OWNER RESPONSIBILITIES

For the safety of you, your passengers and others, take a boating safety course. Check with your dealer regarding the boat operators' age and license requirements.

Contact your dealer for instructions regarding the safe and proper handling of your pontoon boat.

1.4 DEALER RESPONSIBILITIES

Your dealer will perform a pre-delivery check of the boat. The dealer will also demonstrate the controls, instruments, and safety features of your pontoon boat.

1.5 WARRANTY

Please fill out and return the attached Warranty Registration Card within ten days of your purchase. The card is located at the end of this manual.

Apex Marine, Inc., at 300 Woodside Drive, St. Louis, MI 48880 (hereafter “Manufacturer”) warrants to the original boat purchaser (hereafter “Purchaser” or “you”) that their new Apex Marine aluminum pontoon boat (hereafter “pontoon boat”) is free from defects in material and free from defects in Manufacturer’s workmanship (hereafter “defects”). This Warranty is not transferable and is subject to the disclaimers, limitations and conditions set forth below.

Scope and Term: This Warranty governs the pontoon boat’s tubes and cross beams for the life of the original purchaser and governs all other structures and non-purchased components for the pontoon boat for a period of one year from the shipment or delivery date stated on the invoice to the original purchaser (hereafter “date of Purchase”).

Specifically:

Pontoon boat tubes are warranted to be free from weld breaks resulting in leakage, and crossbeams are warranted to be free from cracks;

All other structures manufactured by Manufacturer are warranted to be free of defects.

Exclusions:

- Manufacturer does not warrant, and does not offer to repair or replace any components of the pontoon boat that is not manufactured by the Manufacturer (hereafter referred to as “purchased components”). Purchased components include, but are not limited to, motors, stereos, radios, instruments, gauges, bimini top fabric, seat and mooring cover fabric, and plywood flooring or panels. All claims of defect, warranty claims or other requests for repair, replacement or adjustment regarding purchased components must be submitted directly to that purchased component’s manufacturer or their factory, as directed by any warranty or other information provided by the manufacturer of the purchased component. Where information has not been provided by the manufacturer of the purchased component, you may contact Manufacturer, who will contact the

manufacturer of the purchased component to seek information regarding their warranty.

- Any damage caused in whole or in part by any of the following are expressly excluded and will not be covered by this warranty:
 - lightning, hail, windstorm, earthquake, hurricanes, floods and other acts of God
 - improper trailering, including exceeding a safe speed
 - neglect, lack of maintenance
 - improper storage
 - abnormal operation
 - damage caused by things used to trailer, dock, house or cover the pontoon boat
 - accidents, collision, or objects striking the boat
 - theft, vandalism, or riot
 - fire or explosion
 - freezing
 - other caused beyond Manufacturer's direct control.

Claim: To make a claim for breach of the Warranty, you must:

- cause the alleged defect to be inspected at Manufacturer's factory or by a service center or servicing dealer authorized by Manufacturer, and
- send your claim, in writing, along with proof of purchase and documentation showing that you are the current owner, to Manufacturer at the address stated above.

Your claim must be made within the Warranty term and within thirty (30) days after discovery of the defect. If your claim is not timely, is not complete, or does not comply with any other requirements of the Warranty, Manufacturer is not obligated to provide any remedy, response or notice.

The purchaser shall be fully responsible for and shall pay for transporting the pontoon boat for inspection and repair of the alleged defect and to include, but not limited to, paying the cost of transporting the pontoon boat to and from the factory, dealer, supplier or service provider. If purchaser causes the inspection to occur at the site of the pontoon boat, then the purchaser shall be fully responsible for and shall pay for the inspection by the servicing dealer.

Exclusive Remedy: Manufacturer will, at its option, repair or replace any defective material, structure or part of the pontoon boat,

to the extent warranted hereunder. Manufacturer's provision of repair or replacement does not extend the Warranty term, and replacement materials and or any related services or workmanship provided by Manufacturer are warranted subject to all limitations and conditions stated herein, and only for the remainder of the Warranty term.

Conditions and Limitations: A warranty registration card is provided with each of the Manufacturer's new pontoon boats. If this card is not completed in full and mailed to Manufacturer at the above stated address within thirty (30) days after the Date of Purchase, this Warranty will be void. The following acts will also void this Warranty:

- unauthorized structural alterations made to the boat or pontoon tube;
- operation of the pontoon while overloaded, overpowered, or in any manner that exceeds the capacity specified by the Coast Guard capacity plate mounted on the pontoon boat;
- use in any commercial application to include offering the pontoon boat for hire or rent;
- causing any repair, replacement or related services to be preformed before authorized in writing by Manufacturer; and
- use, maintenance or alteration that does not comply with all specifications, instructions and other information published or provided by Manufacturer to include, but not limited to, trailering the pontoon boat with the top riding in the up position, with the top on the frame, or with the mooring or seat covers attached or improperly stored.

Disclaimer and Limitations: MANUFACTURER DISCLAIMS ALL WARRANTIES IMPLIED BY LAW TO INCLUDE, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND MERCHANTABILITY. Manufacturer disclaims all representations, verbal and written, made outside of this document, and makes no warranty except as expressly set forth herein.

No agent, distributor, salesman, wholesale or retail dealer shall have the authority to alter the terms of this Warranty or to bind Manufacturer to any warranty, representation or affirmation except those expressly set forth herein.

Manufacturer shall not be liable, in any event whatsoever, for any special, incidental or consequential damage resulting from the

purchase, use, trailering or storage of the pontoon boat, and damages recoverable by the purchaser from Manufacturer shall in no event exceed the lesser of the purchase price paid for the pontoon boat by the original purchaser or the average retail market value of a pontoon boat of the same year, make and model.

Manufacturer specifically reserves the right to make changes in the design, materials or components used to manufacture or construct its products without incurring any obligation to incorporate such change in any product previously sold, manufactured or advertised for sale. To the extent that the Manufacturer provides support, service or other assistance with regards to the use, maintenance or repair of the pontoon boat, such support, service or assistance does not modify, nullify or reduce the limitations, disclaimers and conditions stated herein and does not modify or expand owner's rights or Manufacturer's obligations.

This warranty shall be construed in accordance with the laws of the State of Michigan. If any exclusions, limitations or disclaimers stated in this Warranty is held unenforceable or void under any applicable law, such provisions will be deemed stricken and all remaining exclusions, limitations, disclaimers, terms and conditions stated in Warranty shall continue to be fully enforceable.

1.6 INFORMATION SOURCES

Apex Marine, Inc.

Phone - 989-681-4300

Website www.gillgetter.com

US Coast Guard

Phone - 1-800-368-5647

Website www.uscg.org

Canadian Coast Guard

Phone – 1-800-267-6687

Website – www.ccg-gcc.gc.ca/main_e.htm


2. SAFETY

2.1 SAFETY ALERT SYMBOL AND SIGNAL WORDS

This Owner's Manual covers pontoon boats produced by Apex Marine, Inc. Before operating or servicing an Apex Marine boat, you must read, understand and follow the instructions and safety warnings in this manual. Your boat may not be equipped with some of the optional equipment shown in the illustrations in this manual.

Your safety and the safety of others with and around you is a direct result of how you operate and maintain your boat. Read and understand this manual and the manufacturers manuals provided with your boat. Make sure that you understand the controls and operating instructions before attempting to operate the boat.

Improper operation is dangerous!

The safety information in this manual is denoted by the safety alert symbol: 

The level of risk is indicated by the following signal words.

DANGER

DANGER – Indicates a hazardous situation, which, if not avoided, will result in death or serious injury.

WARNING

WARNING – Indicates a hazardous situation, which, if not avoided, could result in death or serious injury.

CAUTION

CAUTION – Indicates a hazardous situation, which, if not avoided, could result in minor or moderate injury.

Safety

NOTICE

NOTICE – Indicates a situation that could result in damage to the equipment or other property.

2.2 SAFE BOATING COURSES

Apex Marine recommends that all operators of this boat get the proper training in boat handling, navigation and safety. The following is some of the agencies that offer safety training or information:

Boat Owners Association of the United States
880 South Pickett Street
Alexandria VA 22304
(703) 823-9550
<http://www.boatus.com>

National Safe Boating Council
2550 M Street NW, Suite 425
Washington DC 20037
(202) 296-4588
www.safeboatingcouncil.org

U.S. Coast Guard Auxiliary
2100 Second Street SW
Washington DC 20593-001
(202) 267-1001
<http://www.uscg.mil>

2.3 BOATING SAFETY REGULATIONS

Recreational boating safety is now regulated under the “Federal Boat Safety Act of 1971” and is enforced by the U.S. Coast Guard. It is your responsibility to know the law and to adhere to its requirements in order to protect yourself, your passengers and fellow boating enthusiasts. Check with your nearest Coast Guard office for specific information. In addition to Federal Regulations, here are a few suggestions:

- One approved fire extinguisher and flashlight or lantern.
- An anchor, a first aid kit and compass.
- A spare propeller.
- Always carry life preservers for ***all*** persons.
- Do not overload your boat.

Safety

- Check your weather conditions before going out.
- Familiarize yourself with the locality in which you are going to operate your boat.
- Do not venture into dangerous or restricted waters.

WARNING

This boat should not be operated on the Great Lakes, Ocean waters, on rivers with strong currents or near commercial shipping traffic.

This boat should not be operated in stormy weather, choppy or windy conditions or when under the influence of alcohol or drugs. It should be operated only by a mature, sober person under the proper conditions.

Apex Marine, Inc. sells to dealers throughout the country who sell to the public. Apex Marine, Inc. is not responsible to whom the dealer sells the boat, for what purpose it is used and how it will be operated.

2.4 PROPOSITION 65

WARNING

Risk of exposure to chemicals.

The engine and battery contain or produce chemicals known to the state of California to cause cancer, birth defects and other reproductive harm.

Avoid any areas or actions that expose you to carbon monoxide.

Wash hands after handling battery and related components.

2.5 CARBON MONOXIDE HAZARD

DANGER

Carbon monoxide hazard.

Engine exhaust contains carbon monoxide (CO).

Avoid areas or actions that expose you to carbon monoxide.

Carbon monoxide comes from the operation of engines and other fuel burning appliances.

Examples of how carbon monoxide can accumulate:

- Blocking of the exhaust by an obstruction.
- Operating at a slow speed.
- Operating engine while dead in the water
- Operating engine in a confined area.
- Operation of other boat engines in a confined area.
- Operating with the bow high.
- Operating engine with the top open and side curtains installed with no ventilation.
- Wild blowing exhaust toward boat occupants.

Carbon monoxide is an odorless gas that can cause brain damage or death.

Symptoms of carbon monoxide poisoning are:

- Headache
- Drowsiness
- Nausea
- Vomiting
- Shortness of breath
- Unconsciousness

If any of these symptoms exist, remove the victim immediately to fresh air and get medical attention.

Never operate portable fuel burning equipment (including charcoal and wood) in a confined area. These devices must have fresh air circulation.

Safety

Never use a cooking appliance to provide comfort heating.

2.6 PERSONAL FLOATATION DEVICES (PFD)

Federal law also requires at least one Type I, II or III Personal Flotation Device (PFD) for each person on-board or being towed on water skis or other recreational equipment. In addition, one throwable Type IV PFD must also be on board. As the owner, obtaining the appropriate PFDs is your responsibility. Your dealer can and will be happy to assist you.

PFDs must be:

- Coast Guard approved,
- In good and serviceable condition, and the appropriate size for the intended user. This is very important for non-swimmers of any age and children.

Accessibility:

- Wearable PFDs must be readily accessible.
- You must be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.).
- They should not be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them.
- The best PFD is the one you will wear.
- Though not required, a PFD should be worn at all times. A wearable PFD can save your life, but only if you wear it.
- Throwable devices must be immediately available for use.

Child PFD Requirements:

Some states require that children wear PFD's. Check with your state boating safety officials.

Child PFD approvals are based on the child's weight. Check the "User Weight" on the label, or the approval statement.

2.7 FIRE EXTINGUISHER

Fire is a serious hazard. Keep the fire extinguisher readily accessible at all times. Be sure you have the proper size and type of fire extinguisher aboard at all times.



Safety

Risk of explosion.

Turn engine off before fueling.

Extinguish all smoking materials before fueling.

Do not refuel near ignition sources.

2.8 RECOMMENDED SAFETY EQUIPMENT

In addition to the mandatory equipment required by law, the following items are necessary for safe boating.

- Visual distress signals for day and night.
- First aid kit and manual.
- Waterproof flashlight.
- Non-electric sound producing device such as a horn, bell or whistle.
- Local navigational charts

2.9 IMPAIRED OPERATION

Operating a boat under the influence of drugs and/or alcohol causes many boating accidents and deaths every year. Drugs and/or alcohol will impair the ability of the operator to control the boat safely.

WARNING

Risk serious injury or death.

Never operate the boat while under the influence of drugs and/or alcohol.

2.10 LOAD CAPACITY

Use common sense when loading equipment and/or passengers on your boat. The boat certification plate (near the captains' stand) indicates the weight and passengers that your boat can carry under calm conditions. This number must be reduced if you go out in poor weather or rough water.

Safety

An increase from the recommended load capacity may cause the boat to capsize, swamp or sink.

WARNING

Risk serious injury or death.

The boat may capsize, swamp or sink if overloaded.

Never carry more weight or passengers than indicated on the boat certification plate.

Reduce weight and passengers if you go out in poor weather or rough water.

2.11 WEIGHT DISTRIBUTION

Proper weight distribution is essential. Do not place too much weight forward. All cargo must be secured and all passengers must be seated.

Remember, the number of seats on your boat is not necessarily an indication of the number of passengers that your boat can carry safely.

An overloaded or improperly loaded boat may be hard to handle and control. Overloading and improper loading can increase the risk of swamping or sinking. It is the boat operators' responsibility to properly and safely load the boat. The operator must insure that all persons on the boat are seated and secured in appropriate seating locations before starting. Sitting on seat backs, tunnels, bows, transoms or any location with feet dangling over the side is not allowed while the boat is in motion. Sitting in fishing seats above idle speed is not allowed.

Proper seating relates to proper weight distribution, passengers must be properly seated to balance the load.

Safety

WARNING

Risk serious injury or death.

An improperly loaded or overloaded boat may capsize, swamp or sink.

Do not exceed the capacity rating.

Cargo and passengers must be placed evenly side-to-side and front-to-rear.

Always keep the boat in proper trim and freeboard.

2.12 EMERGENCY SITUATIONS

You must be prepared should an emergency arise while you are far from medical assistance. Be aware of any special conditions of your passengers. You should be certified in CPR and should have taken a first aid course. Be sure your boat has a fully stocked first aid kit. It is a good idea to carry a cell phone also.

2.12.1 Fire

If there is a fire on board your boat and cannot be extinguished quickly, abandon the boat.

2.12.2 Collision

In the event of a collision:

- Account for everyone on board.
- Check for injuries.
- If not already on, put on PFDs.
- Stay with the boat and signal for help.
- File an accident report.

2.12.3 Capsizing, Flooding or Swamping

In the event of capsizing, flooding or swamping:

- If possible, shut off the engine.
- If not already on, put on PFDs.

Safety

- Check for injuries.
- Stay with the boat and signal for help.

2.13 ENVIRONMENTAL

Regulations prohibit discharging fuel or oil into navigable waters. Bag all refuse until it can be disposed ashore. Help protect your waters.

2.14 SAFETY WARNING LABELS



Figure 2-1 Safety Labels Located On Top Of Deck Rails

WARNING

To protect against death or serious injury, all labels must be on the boat and must be legible.

If any of these labels are missing or cannot be read, call Apex Marine at 1-989-681-4800 for replacement labels.

3. SYSTEMS AND COMPONENT IDENTIFICATION

3.1 INSTRUMENTS PANELS

3.1.1 Gill Getter Panel

- 1 – Horn
- 2 – NAV/ANC
- 3 – Accessory Switches (dock, live well)

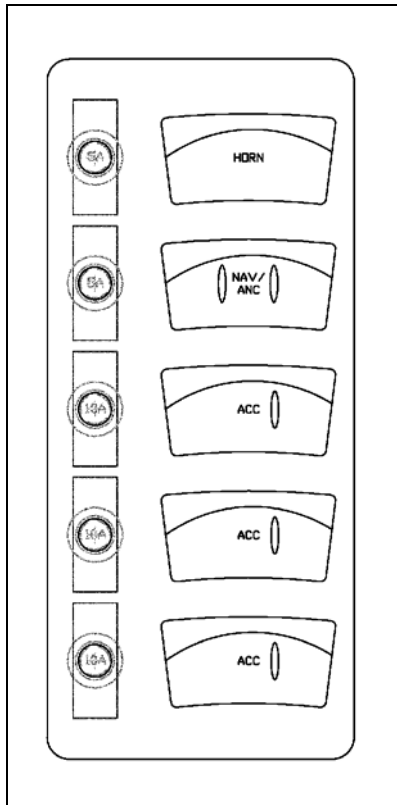


Figure 3-1 Gill Getter Switch Panel

Safety

3.1.2 Qwest Panel

- 1 – Horn
- 2 – Speedometer
- 3 – Tachometer
- 4 – Voltmeter
- 5 – NAV/ANC



Figure 3-1 Qwest Instrument Panel

3.2 ENGINE CONTROLS

Note: The engine control installed in your boat may vary from the control illustrated in this manual. See your engine control manual for additional safety and operational information.

- 1 – **Trim Switch** – This switch activates the trim and tilt function. Push either the UP or DOWN switch until the engine is at the desired trim angle.
- 2 – **Forward/Reverse Control** – This control lever operates the throttle and gear selector. The control has a detent in the neutral position.
- 3 – **Oil Pressure and Temperature indicator lights.**
- 4 – **Throttle** – The throttle is shown in the start engine position. Move the throttle ahead for fast idle.
- 5 – **Ignition Switch** – Start and stop the engine.
- 6 – **Safety Shutdown Lanyard** – This lanyard must be attached to the operator's clothing anytime the engine is running. If the operator leaves the helm, the lanyard will pull out the safety shutdown switch, stopping the engine.

Safety



Figure 3-2 Engine Controls

4. USING YOUR BOAT

4.1 TRANSPORTING YOUR BOAT

4.1.1 Use an Adequate Tow Vehicle and Hitch

The tow vehicle and hitch must be matched to the Gross Vehicle Weight Rating (GVWR) of your trailer or you can cause an accident that could lead to death or serious injury.



Use of an under rated hitch and/or tow vehicle may result in loss of control which may lead to death or serious injury.

Verify that your hitch and tow vehicle are rated for the Gross Vehicle Weight Rating of your trailer.

Verify that the load rating of the hitch and ball on your tow vehicle is equal to or greater than the load rating of your trailer. The ball size must be the same as the coupler size. If the hitch ball is too small, too large, is underrated, is loose or is worn, the trailer can come loose from the tow vehicle, and may cause death or serious injury.

Be sure the size and load rating of hitch ball match the size and load rating of the coupler. Hitch balls and couplers are marked with their size and load rating.



Risk of uncoupling, which may result in death or serious injury.

Verify the load rating of the hitch ball is equal or greater than the load rating of the coupler.

Verify the size of the hitch ball matches the size of the coupler.

Clean the hitch ball and carefully inspect it visually and by feel for flat spots, cracks and pits.

Using Your Boat

WARNING

Risk of uncoupling, which may result in death or serious injury.

A worn, cracked, corroded or damaged hitch ball can fail while towing.

Inspect the hitch ball for wear, corrosion, cracks and damage before coupling to the trailer.

Replace worn or damaged hitch ball.

Verify that the hitch ball nut is tight against the lock washer and hitch frame.

Clean the inside and outside of the coupler. Inspect the coupler and lock mechanism for cracks and deformations; feel the inside of the coupler for worn spots and pits.

Verify the coupler is tight to the tongue of the trailer.

WARNING

Risk of uncoupling, which may result in death or serious injury.

A loose hitch ball and/or coupler can result in uncoupling.

Verify the hitch ball is tight to the hitch and coupler is tight to the trailer tongue before coupling the trailer.

4.1.2 Couple Trailer To Tow Vehicle

Lubricate the hitch ball and the inside of the coupler with a thin layer of wheel bearing grease.

Open the coupler locking mechanism.

Using Your Boat

Using the trailer jack, raise the bottom surface of the coupler to be above the top of the hitch ball.

Slowly back up the tow vehicle so that the hitch ball is aligned under the coupler.

Lower the trailer tongue until the coupler fully engages the hitch ball. If the coupler does not line up with the hitch ball, adjust the position of the tow vehicle.

Engage the coupler locking mechanism. In the engaged position, the locking mechanism securely holds the coupler to the hitch ball. See the coupler instructions provided with your trailer for details of placing the coupler in the closed or locked position.

Insert a lock pin through the hole in the locking mechanism.

Be sure the coupler is all the way down on the hitch ball and the locking mechanism is engaged. Using the trailer jack, test to see that you can raise the rear of the tow vehicle by 1 inch.

Retract the jack to its fully retracted position.

4.1.3 Connect Safety Chains

Inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.

Connect the safety chains so that they:

- Cross underneath the coupler. The safety chains can hold the tongue up above the road if the trailer uncouples.
- Loop around a frame member of the tow vehicle or to holes provided in the hitch system. Do not attach them to an interchangeable part of the hitch assembly.
- If equipped with “S” hooks insert hooks up from underneath the hole.
- Provide enough slack to permit tight turns, but not be close to the road surface to drag.

WARNING

Loss of control hazard.

Using Your Boat

Improperly connected or failure to connect the safety chains can result in loss of control of the trailer and tow vehicle.

Fasten chains to frame of tow vehicle. Do not fasten chains to any part of the hitch unless the hitch has holes or loops specifically for that purpose.

4.1.4 Connect Electrical Cable

Connect the trailer lights to the tow vehicle's electrical system using the electrical connector.

Check all lights for proper operation.

WARNING

Risk of collision.

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights.

Before towing, verify that all lights work.

4.1.5 Pretowing Checklist

A secure coupling of the trailer to the tow vehicle is essential. Uncoupling may result in death or serious injury. You must understand and follow all of the instructions for coupling.

WARNING

An improperly coupled trailer can result in death or serious injury.

Do not tow the trailer until:

- The coupler is secured and locked to hitch.
- The safety chains are secured to the tow vehicle.
- The trailer jack is fully retracted.
- Tires and wheels are checked.

Using Your Boat

- The boat is properly loaded and secured to the trailer.
- The trailer lights are connected and checked.
- The bimini top is in the down (transport) position.
- All loose items on the boat have been secured.

4.1.6 Uncoupling Trailer

Follow these steps to uncouple your trailer from the tow vehicle:

- Block trailer tires to prevent the trailer from rolling.
- Disconnect the electrical connector.
- Disconnect the safety chains from the tow vehicle.
- Unlock the coupler and open it.
- Verify the ground surface below the jack pad will support the tongue load.
- Extend the jack to raise the bottom of the coupler above the hitch ball.

Slowly drive tow vehicle away from trailer.

4.2 LAUNCHING

When launching the boat from trailer, it is better to enlist the help from a bystander or passenger.

Position the boat and trailer on the ramp.

Remove all tie downs. Tie off the boat leaving plenty of slack for launching.

Back the boat and trailer into the water.

After the boat is in the water, check to make sure the boat sits level fore to aft and side to side. If not, redistribute the items you have on board.

4.3 FUELING



Risk of explosion.

Turn engine off before fueling.

Using Your Boat

Extinguish all smoking materials before fueling.

Do not refuel near ignition sources.

Store fuel in safety approved containers.

NOTICE

Check the boat engine manufacturers' manual for the fuel specification required for your engine.

Engine must be off and all smoking materials extinguished before fueling the boat. Fill the tank to slightly less than rated capacity to allow for expansion. See the engine manufacturers' manual for the fuel specification required for your engine.

4.4 LOADING AND BOARDING

WARNING

Risk of injury from engine.

Never use the rear gate or ladder while the engine is running.

The engine must be turned off before using the rear gate or ladder.

Board one person at a time, giving assistance as needed. Load gear and equipment by handing from the dock to a person on the boat.

Never overload your boat. The maximum weight capacity as listed on the certification plate includes all people and gear added to the boat. Also, proper distribution of weight is critical to boat performance. Position the load as evenly as possible.

Using Your Boat

4.5 OPERATION

4.5.1 Bimini Top

Your boat may be equipped with a bimini top. Use the following steps to open and close the top.

1. To open the top from the transport position, remove pins (1) on each side and pivot top upward. See figure 4-1.

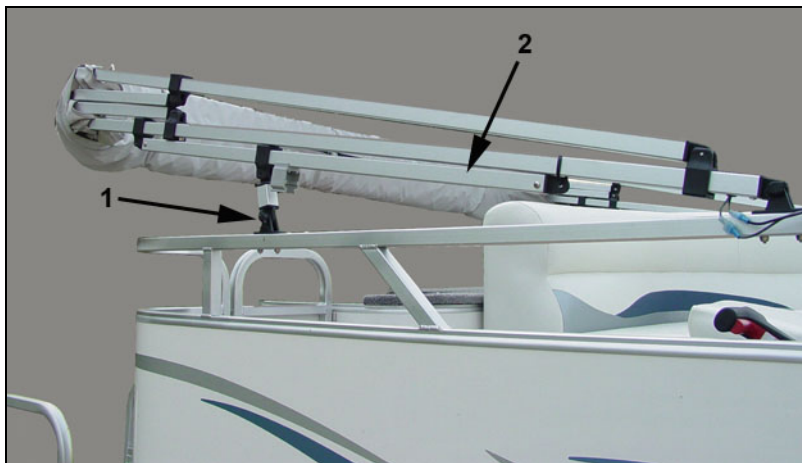


Figure 4-1 Top In Transport Position

2. Position rear supports (2) as shown and install pins (1). See figure 4-2.

3. Remove cover (3). See figure 4-2.

Using Your Boat

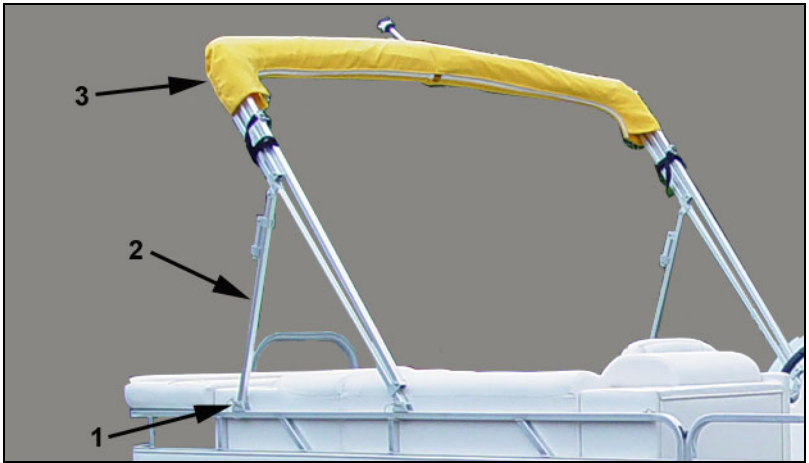


Figure 4-2 Position Rear Support And Remove Cover

4. Open top and connect straps (4) to hooks on top rail. Tension straps to keep the top tight. See figure 4-3.



Figure 4-3 Top In Open Position

NOTICE

Risk of damage to the bimini top.

Using Your Boat

With the top open as shown in figure 4-3, do not exceed 20 mph on the water.

Position the top as shown in figure 4-2 when exceeding 20 mph on the water.

Position the top as shown in figure 4-1 for transporting the boat.

4.5.2 Starting And Stopping The Engine

The engine controls will vary by manufacturer. Refer to the separate engine manual for operation, safety and maintenance information.

DANGER

Carbon monoxide hazard.

Engine exhaust contains carbon monoxide (CO).

Avoid areas or actions that expose you to carbon monoxide. Operate the engine only in a well ventilated area.

WARNING

Risk of injury or death to you and others.

The safety shutdown will stop the engine if you leave the helm for any reason.

The operator must attach the safety shutdown lanyard to a sturdy piece of clothing, such as a belt loop, anytime the engine is running.

Visually verify that the engine area is clear of people before starting engine.

1. Perform pre-start checks from your engine owners' manual.
2. Attach safety shut down lanyard (1) to a sturdy piece of the operators clothing.

Using Your Boat

3. Verify that the forward/reverse lever (2) is in the neutral position. Engine will not start unless forward/reverse lever is in neutral.
4. Move the throttle (3) to the START position as shown.
5. Turn key switch (4) to start engine.
6. After the engine has warmed up, move the throttle (3) to the FAST IDLE position. See figure 4-4.

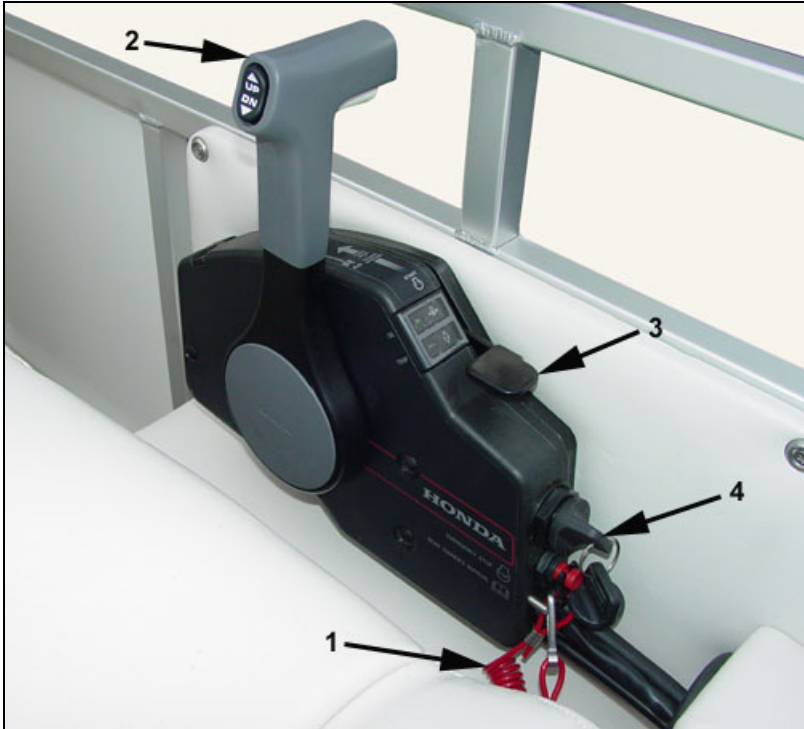


Figure 4-4 Engine Starting

4.5.3 Leaving The Dock

⚠ WARNING

Risk of injury or death to you and others.

Never stand or allow passenger to stand while the boat is in motion. Always sit on the seats.

Using Your Boat

Never allow passengers outside the gate unless the boat is stopped and engine is off.

Never operate the boat while under the influence of drugs and/or alcohol.

NOTICE

Shifting too quickly from forward-to-reverse or reverse-to-forward can damage the engine and lower unit.

Pause in neutral to allow the boat lose its headway before completing the shift.

The forward/reverse lever (1) functions as a throttle and gear selector for the engine. Squeeze the lever lock (2) and move the lever slightly in the desired direction. Forward or reverse will be engaged with the engine at idle. Moving the lever further will increase the engine speed. Moving the lever toward the center neutral position will decrease the engine speed. Return to neutral by placing the lever in the center detent position. See figure 4-5.



Figure 4-5 Forward/Reverse Control

Using Your Boat

4.6 RULES OF THE OPEN WATER

There are rules that apply when you are driving a boat. These rules are used internationally, and they are enforced by the United States Coast Guard and local agencies. You should be aware of these rules and follow them whenever you encounter another vessel on the water.

Consult the U.S. Coast Guard Auxiliary (USCGA) or Department of Natural Resources (DNR) for a complete set of rules governing the waters in which you will be using your boat.

4.6.1 Meeting Head-On

Any time two boats on the water meet one another head-on, keep to the right.

4.6.2 Crossing

When two boats are crossing each other's path, the boat on the right side has the right-of-way. Slow down or stop to permit that boat to pass.

If you view the other boat off your left side, maintain your course and direction, provided the other boat gives you the right-of-way as it should.

4.6.3 Overtaking-Passing

The boat being passed has the right-of-way. Alter your course and speed as needed to keep clear of the other boat.

Note: Sail boats should normally be given the right-of-way.

4.6.4 Waves And Wakes

When approaching a wave or wake in excess of 2 feet, slow down and turn your boat to a 45° angle to the wave or wake. Failure to do so may result in water crossing the deck and damaging the walls.

Using Your Boat

NOTICE

Risk of damage to the side walls.

Failure to turn your boat at a 45° angle into waves or wakes can result in water damaging the boat side walls.

4.7 TRIMMING

The trim switch (1) is used while traveling in the water to keep the engine horizontal with the water. Use this switch to trim the engine to the desired angle. See figure 4-6.



Figure 4-6 Engine Trim Control Switch

Using Your Boat

4.8 STOPPING

To stop your boat, move the forward/reverse lever (1) to the center neutral detent position and turn the key switch (2) to the OFF position. See figure 4-7.



Figure 4-7 Engine Trim Control Switch

4.9 ANCHORING

To anchor, turn the bow of the boat into the wind or current and place the engine in neutral. When the boat comes to a stop, lower the anchor from the bow.

An anchor boat is affected by wind and water conditions. If you plan to leave the boat, be certain the anchor will hold.

5. ACCESSORIES

5.1 SEAT ADJUSTMENTS

The captains' seat can be adjusted fore and aft by moving lever (2) and also can be swiveled using lever (3). Tighten handle (1) to prevent seat from swiveling. See figure 5-1.



Figure 5-1 Captains' Seat Adjustments

The passenger seats can be swiveled by loosening knob (1). Swivel to the desired position and tighten knob (1). See figure 5-?



Figure 5-2 Passenger Seat Adjustment

6. MAINTENANCE

Apex Marine uses components on their boats such as the engine and trailers which are produced by other manufacturers. Refer to the OEM manufacturer's information for specific maintenance instructions. If you do not have the manufacturers' information, contact Apex Marine or your dealer for assistance.

The pontoons require no special care while the boat is in ordinary use. It is advisable, when preparing the boat for storage, that the pontoons be cleaned to prevent build-up of marine growth and scum from the water. Your dealer may offer an acid bath service which brightens the tubes to a near new look. Remember, the performance of your boat depends upon a clean pontoon surface to avoid excessive drag. In waters where marine growths are predominant, we suggest that the pontoons be cleaned more often than just for storage purposes.

6.1 SALTWATER MAINTENANCE

After each use the entire boat must be washed down with freshwater to remove salt deposits. Allow the boat to dry before covering it with the mooring or seat covers.

Cover your boat **WHEN DRY** with seat covers or a mooring cover to keep salt and weather off of your boat. Since most salt water areas are very humid and hot it is imperative that the boat be dry before it is covered. If you cover it wet you **WILL** see mildew develop.

If you trailer your boat on a trailer that carries the boat on carpeted bunks you must flush the carpeted bunks with fresh water after the boat is loaded. Try to get as much fresh water under the pontoons as possible. Failure to flush this area can result in corrosion at the point of contact with the bunks. You may also want to consider the application of anti-fouling paint to be sure that the pontoons have a barrier between them and the bunks.

A yearly inspection for corrosion or deterioration of the electrical connections is recommended.

PONTOON BOATS ARE NOT RECOMMENDED FOR USE IN THE OPEN OCEAN. SALTWATER USE MUST BE LIMITED TO PROTECTED AREAS AND IN WATER CONDITIONS THAT DO NOT EXCEED THE LIMITATION DESCRIBED IN THE SAFETY SECTION.

7. INTERIOR AND EXTERIOR CARE

Apex Marine, Inc. pontoon boats are quite easy to maintain. The wall panels are finished with acrylic enamel paint and are easily cleaned with a wet cloth or sponge. A good practice for the protection of all painted surfaces is the application of a coating of standard automobile wax once or twice each season.

The deck is covered with marine carpeting or vinyl of the finest material. This material resists soiling and stains, and is not affected by gasoline and oil. These deck coverings can be cleaned by vacuum or scrubbing with water.

7.1 FURNITURE AND UPHOLSTERY

All furniture is constructed with top grade marine vinyl. Vinyl upholstery should be cleaned and maintained in accordance with the manufacturer's recommendations and instructions. Vinyl should be cleaned regularly with warm water and mild dish soap or EPHX VINYL CLEANER using a soft clean cloth then rinsed with water and a soft clean cloth. For dirt build-up, spray EPHX VINYL CLEANER, let soak for approximately 10 minutes and then gently scrub with a soft bristle brush.

To further protect the vinyl from premature degradation from exposure to the sun, use 303 VINYL PROTECTANT. Spray on, then wipe dry. 303 VINYL PROTECTANT should be applied every 3-5 weeks when boat is in use. Regular cleaning with mild soap and water or EPHX VINYL CLEANER will not remove 303 VINYL PROTECTANT.

DO NOT USE 409 (the bottle states not to use on vinyl), do not use kerosene, gasoline or acetone; they will remove the protective marine topcoat.

DO NOT USE any silicone based protectants, they will extract the plasticizers leaving the vinyl hard and brittle, and eventually cracking will occur.

Certain household cleaners, powdered abrasive, steel wool, and solvent cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used, as they will remove printed patterns and gloss. Bleach will deteriorate the thread.

Interior And Exterior Care

Vinyl upholstery should be covered when not in use, to protect from further sun exposure or nature acts of tree debris, air pollutants and acid rain. For storage, vinyl should be cleaned, protected, covered and stored in a dry, well ventilated area.

Please contact G&T/MSG hotline at 1-800-247-9901 for any cleaning and care questions, or write to: G & T Industries, 1726 Henry G. Lane, Maryville, Tennessee 37801. EPHX VINYL CLEANER is formulated and available exclusively through G & T Industries/Marine Specialties Group.

7.2 BIMINI TOP CARE

The bimini top fabric is finished to resist surface growth of mildew, but it should NOT be folded and stored while wet. Accumulations of dirt and bird droppings support growth of mildew that result in fabric staining, should be removed periodically by recommended cleaning methods. Bimini top fabric may be cleaned with a cleaning solution of 4oz of Clorox and 2oz of non-detergent soap in one gallon of warm water. DO NOT use detergent soaps. Apply solution and let sit approximately 15 minutes. Use a soft bristled brush to lift soil embedded in the fabric surface. Rinse thoroughly with clear water to remove soil and soap residue. After thorough cleaning, water repellency may be reduced. An application of Aqua-Tite silicone water repellent is recommended after the fabric has dried thoroughly. Use of other refinishing agents is not recommended in that some may damage the coating and void warranty. Bimini top should not be stored in the upright position as damage can be caused from wind.

7.3 SALTWATER USE

Your boat can be used in saltwater with the following preparation and maintenance.

- If you plan to keep your boat in saltwater you must have all portions of the boat that will be submerged painted with an approved aluminum anti-fouling paint. This service is provided by your dealer or by someone recommended by your dealer. There is an extra charge for this service.
- In some cases you may need to have zinc anodes added to your boat to prevent electrolysis. Electrolysis is a deterioration of the metal caused by stray electrical current interacting with the saltwater. Ask your dealer whether he recommends zinc anodes. There is an extra charge for this service.

8. WINTERIZING AND STORAGE

In care and in storing of your pontoon boat, indoor storage would be the best. The finish of your pontoon can be affected when it is exposed to weather and accumulation of ice, snow, rain and dirt during the storage period. However, whether the boat is inside or outside, a storage cover is available as an accessory from your dealer. When you store your boat, make sure level ground is used, and place a two-by-four length-wise under the keel of each pontoon to distribute the weight evenly. Batteries and fuel tanks should be removed to a warm, dry storage place. Outboard motors should be serviced for storage as per the manufacturer's recommendation.

Snow load should be a concern if you are storing you pontoon boat outdoors.

It is recommended during winter storage that both aft lower plugs be removed so a loss of air pressure does not occur. Extreme drops in air pressure can produce a vacuum that can cause damage to the pontoons. Drain plugs should be removed and left out during dry land storage.

Do not repair pontoons without first removing lower drain plugs!

Be sure drain plugs are in before putting the boat in water!

The pontoons require no special care while the boat is in ordinary use. It is advisable, when preparing the boat for storage, that the pontoons be cleaned to prevent build-up of marine growth and scum from the water. Some dealers offer an acid bath service which brightens the tubes to a near new look. Remember, the performance of your boat depends upon a clean pontoon surface to avoid excessive drag. In waters where marine growths are predominant, we suggest that the pontoon be cleaned more often than just for storage purposes.

When lifting boat, use mooring eyes.

8.1 OUTBOARD MOTOR WINTERIZING

See the engine manufacturers' manual for winterizing and storage information.

9. WIRING DIAGRAMS

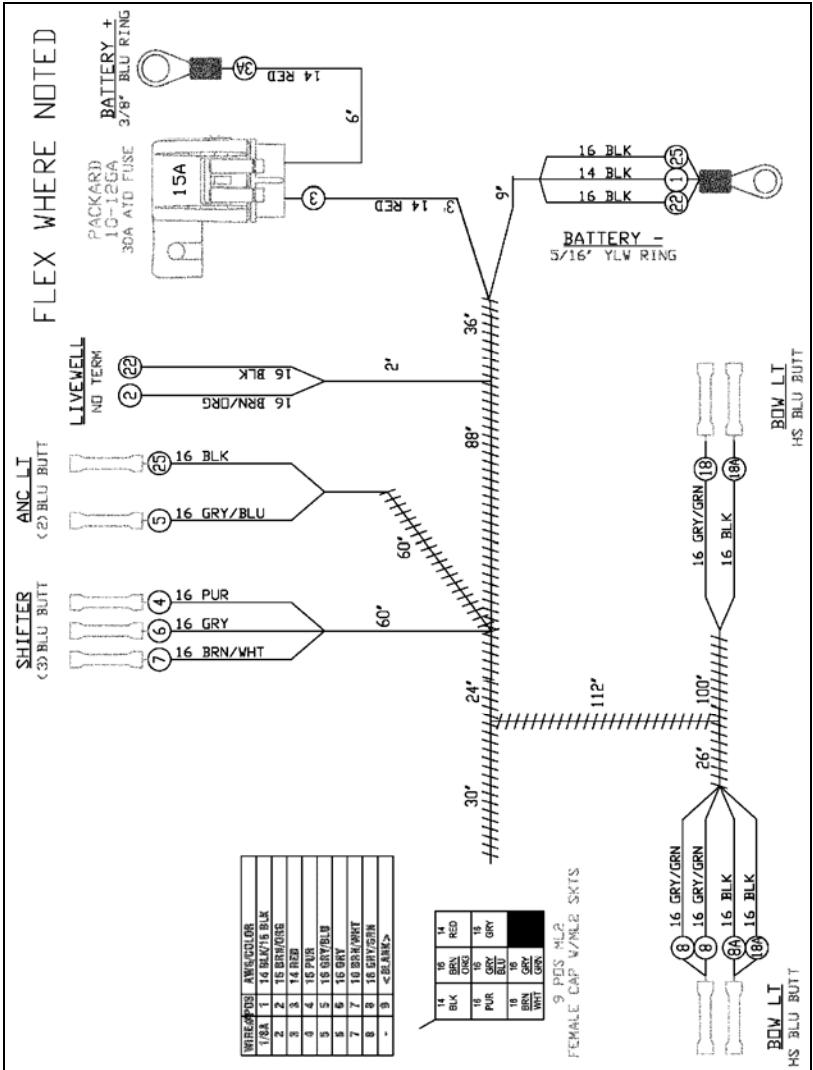


Figure 9-1 Wiring Harness

Wiring Diagrams

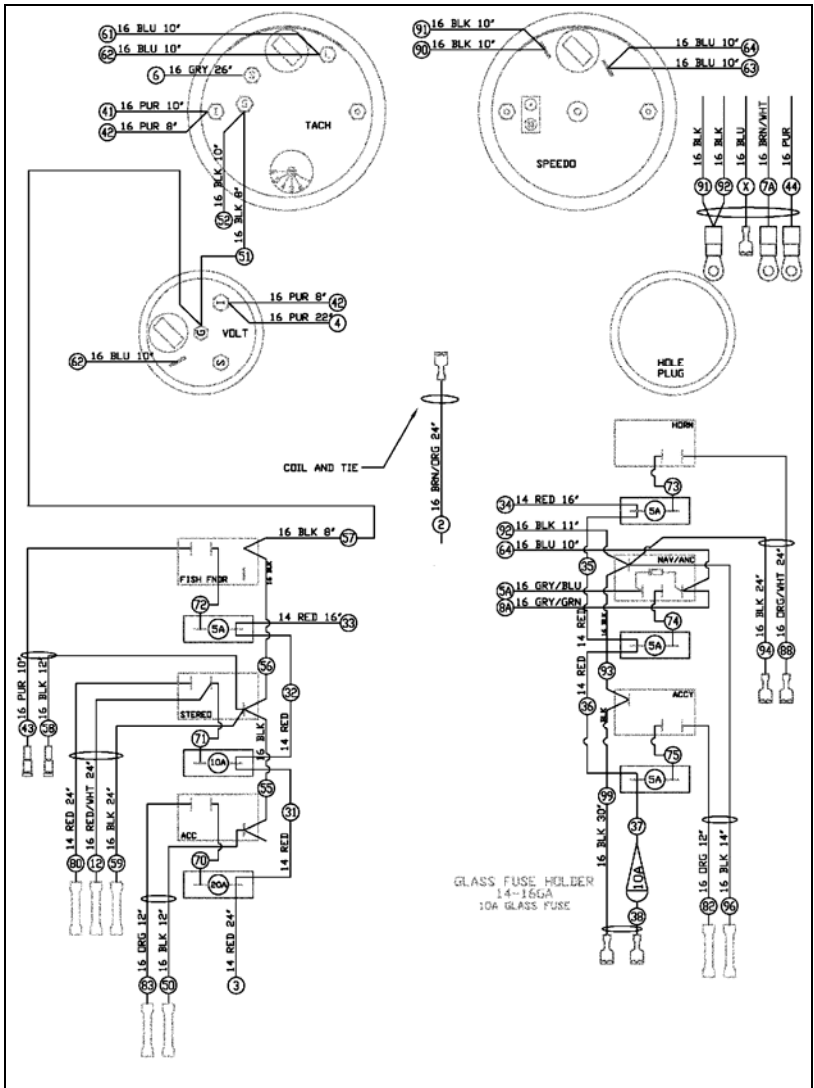


Figure 9-2 Qwest Dash Wiring Harness

Wiring Diagrams

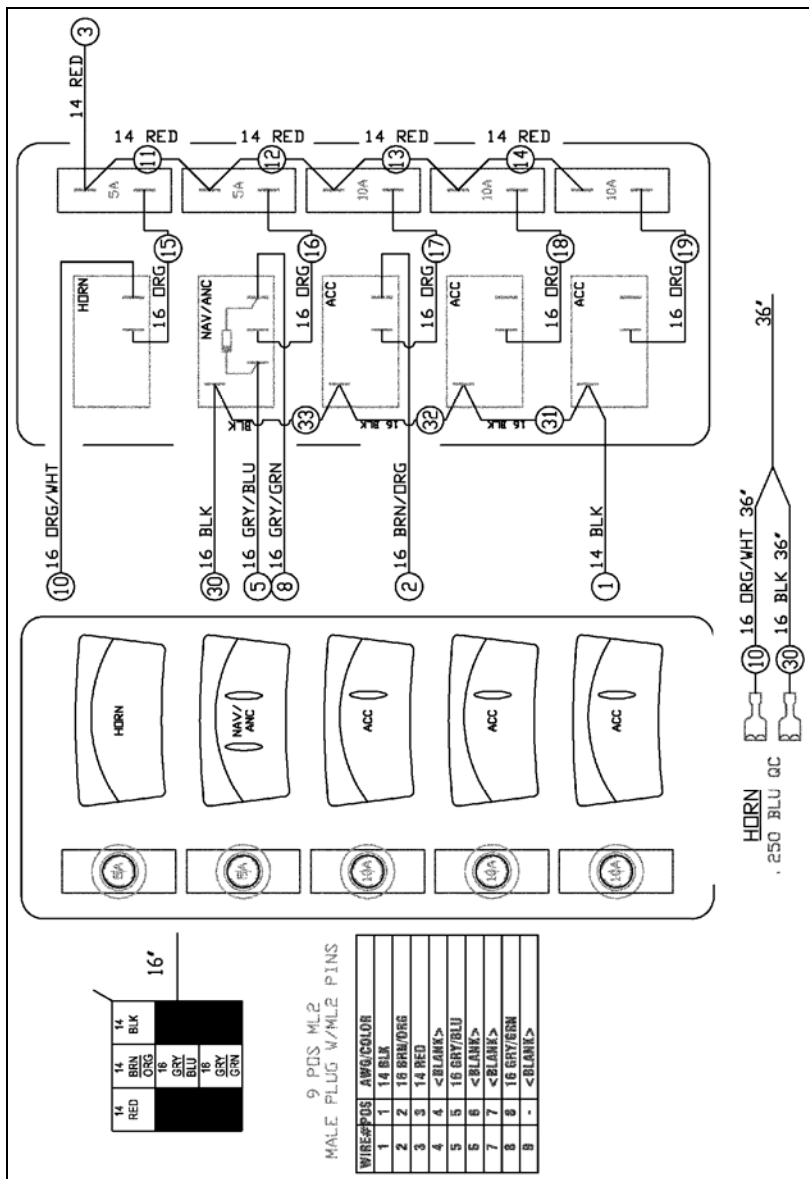


Figure 9-3 Gill Getter Dash Wiring Harness

10. GLOSSARY OF TERMS

10.1 NAUTICAL GLOSSARY

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.

ABREAST - Side by side; by the side of.

ADRIFT - Loose, not on moorings or towline.

AFT - Toward the stern of the 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 - 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.

ASTERN - In back of the boat, opposite of ahead..

AWEIGH - The position of anchor as it is raised clear of the bottom.

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.

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.

BOW - The forward part of a boat.

BOW LINE - A docking line leading from the bow.

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".

CAPSIZING - To turn over.

CHART - A map for use by navigators.

Glossary Of Terms

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

COURSE - The direction in which a boat is steered.

FATHOM - Six feet.

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.

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

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.

GUNWALE - The upper edge of a boat's sides.

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.

HULL - The main body of a vessel.

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

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.

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.

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

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.

Glossary Of Terms

OVERBOARD - Over the side or out of the boat.

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.

RUNNING LIGHTS - Lights required to be shown on boats underway between sundown and sunup.

SCREW - A boat's propeller.

SET - Direction toward which the current is flowing.

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

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.

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.

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.

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.

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

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

Apex Marine Warranty Card

SERIAL NUMBER: _____

MODEL _____ COLOR _____ LENGTH _____

DIAMETER OF TUBE: _____ WIDTH: _____

SOLD TO: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

MOTOR: _____ HP: _____ PROP SIZE _____

DEALER: _____

DATE OF PURCHASE: _____

I, _____ (purchaser of boat) certify that I have read the warranty statement prior to the purchase of the above listed boat and understand the terms therefore, and have received a copy of the Boat Owner's Manual, which contains special safety information.

Apex Marine, Inc.

300 Woodside Drive · St Louis, MI 48880

Customer Copy – Retain For Your Records

Apex Marine Warranty Card

SERIAL NUMBER: _____

MODEL _____ COLOR _____ LENGTH _____

DIAMETER OF TUBE: _____ WIDTH: _____

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Apex Marine, Inc.

300 Woodside Drive · St Louis, MI 48880

Apex Marine Copy – Sent To Above Address

From: _____

To: Apex Marine, Inc.
300 Woodside Drive
Saint Louis, Michigan 48880