



Palm Breeze™

ipontoons

**Palm Breeze
PONTOONS**

**OWNER'S
MANUAL**

“Built For The Waters Ahead”

The International Pontoon Corporation
303 Swett Ave., Americus, GA, 31709
229-924-1185 www.ipontoons.com

Welcome Aboard!

Dear Palm Breeze Pontoon Owner:

Welcome aboard! We understand how thorough your research and planning has been while making the decision to purchase a new boat, and we are delighted to welcome you as a new member of the Palm Breeze Pontoon family.

All of The International Pontoon Corporation (IPC) employees who had a part in the building, inspecting and the providing of support for your boat are dedicated to delivering the highest quality product possible. We all hope to share in your pride of ownership!

Your Palm Breeze Pontoon will offer you many hours of relaxation and pleasure on the water. Along with your satisfaction, comes the responsibility for you to fully understand the specifics and the safety points while on the water in your new boat. This Owner's Information Manual is designed to help you familiarize yourself with your new Palm Breeze Pontoon before you take her out on the water. This guide will also be instrumental as a quick-reference tool whenever you need a little bit more information on your boat. Your local dealer will also be glad to help you learn more about your new boat should any questions arise.

We would also like to encourage you to take a safe boating course. The United States Coast Guard Auxiliary, the United States Power Squadron, and the American Red Cross all offer free courses. Maximize your enjoyment on the water by acquiring as much knowledge as possible on your boat and on boating safety.

Once again, welcome aboard and congratulations on your intelligent decision. We at IPC wish many satisfying hours of boating pleasure to you, your family and your crew!

Sincerely,

Your Palm Breeze Pontoon Team

TABLE OF CONTENTS

IMPORTANT INFORMATION	1
Boating Terminology Diagram.....	2
Dealer Responsibilities.....	3
Customer Responsibilities.....	3
Customer Packet Info.....	4
Manufacturer's Warranties.....	5
State Registration.....	6
Insurance.....	6
Disposal of Garbage.....	6
Marine Sanitary Device.....	6
SAFETY	7
Safe Boating Recommendations.....	7
Safety Gear and Equipment.....	8
Safe Boating Practices.....	9
Safe Operation.....	10
Basic Safe Boating Figure.....	11
Dangers, Warnings, and Cautions.....	11
Carbon Monoxide.....	12
Drugs and Alcohol.....	12
Fuel System Safety.....	13
Lanyard Stop Switch.....	13
Hazardous Conditions.....	14
Water Swimming Safety.....	15
Water Skiing Safety.....	15
CARING FOR YOUR BOAT	17
Engine Care.....	17
Aluminum Surfaces.....	18
Electrical System Care.....	19
Floor Coverings.....	19
Livewell System Care.....	20
Furniture.....	21
Canvas.....	23
Exterior Graphic Care.....	24
Storage.....	25
UNDERWAY WITH YOUR BOAT	26
Boater's Checklist.....	26
Launching Your Boat.....	27
Reloading Your Boat.....	27

TABLE OF CONTENTS II

Fueling Your Boat.....	28
Loading Boat.....	29
Boarding Boat.....	30
Boat Weight Distribution.....	30
Storage Areas.....	30
Steering Your Boat.....	31
Boat Speed.....	31
General Navigation Rules.....	32
Docking.....	32
Trimming.....	32
Trailer Your Pontoon Boat.....	33
Backing A Trailer.....	34
Launching Recommendations.....	35
Loading Boat Back on Trailer.....	35
PONTOON BOAT SYSTEMS.....	36
Electrical Wiring Systems.....	36
Batteries.....	37
Electrical Switches.....	37
Switch Panel.....	38
Instruments.....	39
Stereo Systems.....	41
Lights.....	42
CONTROLS.....	43
Steering Systems.....	43
Shift and Throttle Control Systems.....	44
Livewell System.....	45
Fresh Water System.....	46
Bimini Top Canvas.....	46
Fuel System.....	46
Boarding Ladders.....	47
Privacy Enclosures.....	48
Fishing Seats.....	48
PERFORMANCE FEATURES.....	49
Performance Features.....	50
Ventilation.....	51
BOATING TERMINOLOGY.....	52-57
Palm Breeze Warranty Document.....	
Warranty Registration.....	62

Record Important Information

In addition to this manual, your Palm Breeze Pontoon is supplied with component manufacturer information such as instructions, warranties or other important information. Read these materials carefully.

Safeguard information about your Palm Breeze Pontoon by recording the Hull Identification Number (HIN) and the model of your boat, and the model and serial numbers of your outboard motor and trailer.

Your HIN is located just below the aft deck on the Starboard side. It is attached to the pontoon support beam.

Hull

HIN: _____

Date Purchased: _____

Dealer/Phone: _____

Ignition Key Number: _____

Registration Number/State: _____

Outboard Motor

Model # _____ Serial # _____

Trailer

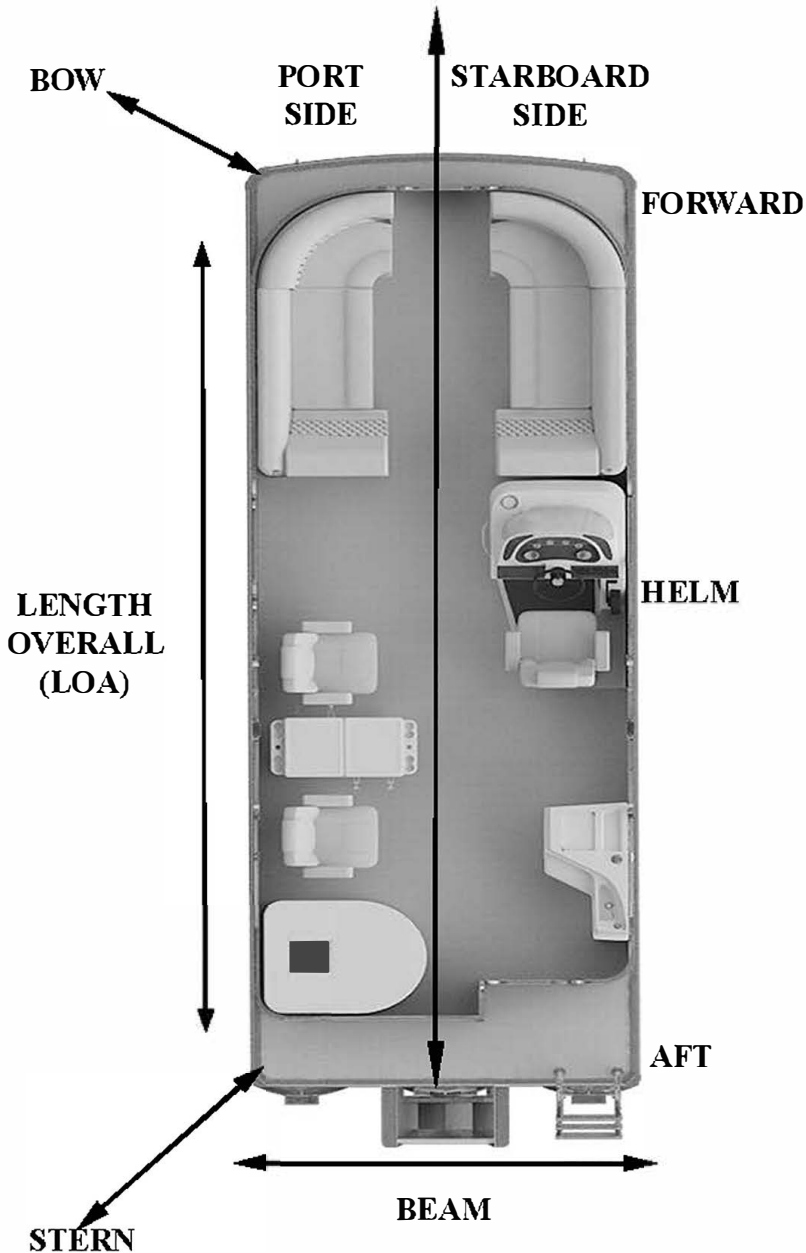
Model # _____ Serial # _____

Accessory

Model # _____ Serial # _____

The identification numbers are important! Keep a copy of these numbers stored in a safe place off the boat. In case of theft, damage, etc., report these numbers to your local authorities, your insurance agent, and your Palm Breeze Pontoon Dealer.

Boating Terminology Diagram



 **Palm Breeze**



Palm Breeze

DEALER'S RESPONSIBILITIES

1. The selling dealership is responsible for inspecting both factory and dealer installed components for proper operation. This is known as the pre-delivery inspection and systems check.
2. Your Palm Breeze Pontoon Dealer is required to provide a thorough and complete walk-through demonstration. This demonstration should provide a good understanding of how your new boat operates.
3. The customer's information packet should be presented at this time. This information should include all warranty cards, component information, component operation, and maintenance instructions relating to your new boat.
4. All component warranty forms should be discussed and/or completed at this time. Your selling Palm Breeze Pontoon Dealer should assist you in understanding any and all limited warranty provisions to help you avoid loss of warranty for any reason. Ask any questions you may have before leaving the dealership.
5. Your Palm Breeze Pontoon Dealer should provide you with information concerning any need for service for your unit, whether in or out of their area. They should provide contact numbers for the dealership both during and after hours along with contact information for Palm Breeze Pontoons.

CUSTOMER'S RESPONSIBILITIES

1. Operate all equipment in accordance with the manufacturers' instructions.
2. Familiarize yourself with your boat. Observe all the component manufacturers' instructions regarding the use and service of their products.
3. Familiarize yourself with and obey all warning labels on your boat.
4. Properly complete all regular maintenance. As the owner, you have the responsibility to properly maintain your boat. Be sure you have service performed in a timely manner; don't ignore a problem. It isn't always necessary to take your unit to a service center; sometimes a phone call is all that is needed. The service technicians can advise you.

5. Complete and send in all the warranty cards. Doing so may help you avoid conditions arising from neglect that are not covered under warranty.
6. Be a safe boater. IPC recommends that all boaters take boating safety courses and always provide children with adult supervision.
7. Always obey all applicable federal, state, and local laws.
8. Insure your boat with a reputable company.

IPC has a permanent record of your boat, which is retained under its “Hull Identification Number” (HIN). Data regarding equipment and accessories, as well as dealer/shipping information, is documented.

When contacting your Palm Breeze Pontoon Dealer concerning warranties or service, please have all relevant information such as serial number (HIN), model, and boat color available. The “Hull Identification Number” (HIN) is located on the starboard rear corner of the boat. Failure to include the HIN may create delays in service from your dealer.

CUSTOMER'S PACKET

Your Palm Breeze Pontoon has many features and accessories that have existing printed material provided by the various equipment manufacturers. This information is compiled in a package that we reference throughout this manual as a “Customer’s Packet”. The Customer Packet will be given to you by your local dealer.

This customer’s packet includes a Palm Breeze Pontoon Owner’s Manual, component manuals, and engine manual (if applicable) to advise on operation, service, specifications, maintenance, warranty and other useful facts. Your customer’s packet can also be used to retain instructions and data compiled on additional equipment and accessories installed after delivery.

MANUFACTURERS' WARRANTIES

The following list of components has been compiled to help you know which products installed on your boat may have their own warranties.

If you have any of these components on your boat, be sure to check the manufacturer's literature supplied with your Palm Breeze Pontoon Customer's packet to confirm whether they require you to register your purchase with them to validate their warranty.

These warranties usually apply only to the first owner of the boat. We recommend that you send the various warranty registration cards immediately before any time constraints on registration expire.

Manufacturer's literature is supplied by each individual company according to the specific items used in the production of your boat. This information is part of the customer's packet you received with your boat.

● Only those products which are used on your unit will be included in this packet. Inspect this literature with your dealer during the pre-delivery inspection and report any literature shortage to the dealer at that time. Below is an example of the types of information you will find.

Refrigerator

Water Resistant Stereo with Mp3 & Bluetooth Compatibility

GPS

Water Pump

Faucet

Battery

Fire Extinguisher

NOTE:

A component manufacturer is one who produces a product which is used in the production of your Palm Breeze Pontoon.

STATE REGISTRATION

All motorized watercraft not documented by the U.S. Coast Guard must display registration numbers. Every boat equipped with propulsion machinery of any type must be registered in the main state of usage. In nearly all states, this means registration with the designated state agency. In a few jurisdictions, the Coast Guard retains registration authority. Registration numbers and validation stickers must be displayed on the boat according to regulations.

INSURANCE

The boat owner is legally responsible for any damages or injuries caused by the boat. In most states this is true even if someone else is operating the boat when the accident occurs. You should carry adequate personal liability and property damage insurance on your boat as you do on your home and automobile. You should also protect your investment by insuring your boat, motor, and trailer against physical damage or theft. Please contact a qualified insurance professional to help you.

DISPOSAL OF GARBAGE

Plastic refuse dumped in water can kill fish and marine wildlife and can damage propellers and water intakes. Other forms of waterborne garbage can litter beaches and cause infection and illness. U.S. Coast Guard regulations completely prohibit the dumping of plastic refuse or other garbage mixed with plastic anywhere and restrict the dumping of other forms of trash within specified distances from shore. Do not litter.

MARINE SANITARY DEVICE

You are responsible for obeying all local laws concerning waste discharge. If your boat has a portable toilet, contact the U.S. Coast Guard, local marina, or your dealer for information concerning these laws.

SAFETY

IPC is very concerned about the safety of all boat owners and their families. That is why we are committed to building the safest boats in the industry.

You should become fully familiar with the operating procedures and safety precautions in this manual and the other information in the customer's packet before you use your boat. Remember, it is the owner's responsibility to be a safe boater, to follow and enforce safety guidelines, and to use common sense to make safe boating a priority.

You should become familiar with all warning labels on your boat and all safety recommendations.

Before using your boat, be sure all U.S. Coast Guard required safety equipment is on board. This includes the minimum required equipment and additional gear needed for your outing. Please be aware that if you operate in foreign waters (such as Canada or Mexico) you must meet the requirements for safety equipment for those countries.

Periodically inspect all safety equipment to be certain it is in proper operating condition. Make sure all passengers know what safety equipment is on board, where it is, and how to use it. Also, you should understand (but are not limited to) the following basic safe boating recommendations.

BASIC SAFE BOATING RECOMMENDATIONS

Boating safety and the safety of your passengers are your responsibilities. You should fully understand all of the following safety precautions before you use your boat. Please take safe boating seriously for the safety of yourself, your family and other water users.

Never operate a boat while under the influence of drugs or alcohol. Doing this is a federal offense. Make sure only qualified drivers operate your boat. Keep your boat and equipment in safe condition. Inspect the boat, engine, safety equipment, and all boating gear regularly.

Be sure lifesaving and fire-extinguishing equipment are on board. This equipment must meet regulation standards, and it should be noticeable, accessible, and in safe working condition. Your passengers should know where this equipment is and how to use it. Supervise children at all times.

Before you leave shore, tell a responsible person ashore where you are going and when you expect to return.

Do not overload or improperly load your boat. The capacity plate is a guide for load limits. The capacity of your boat is reduced by turbulent water and other adverse weather conditions. Check water and weather conditions before leaving shore. Use common sense and good judgment when loading your boat. Instruct at least one passenger on the fundamentals of basic and safe operation in the event of an emergency.

 **DANGER**

DANGER

Never allow swimmers/skiers to enter or exit the boat with the engine running or the propeller moving.

- obtain information and a nautical chart for new areas when possible.

NOTE:

Read, understand, and follow all warning labels on your boat.

Never allow individuals under the age of 16 to operate your boat. Inexperienced drivers, passengers, and all children should have constant and direct adult supervision.

SAFETY GEAR AND EQUIPMENT

As the owner of your boat, you are responsible for supplying all required safety equipment. Check state and local regulations and call the U.S. Coast Guard Safety Hotline for information about required safety gear.

1-800-368-5647

Minimum requirements include the following:

1. Personal Flotation Devices (PFD)
2. Fire Extinguisher
3. Visual Distress Signal
4. Navigation Lights
5. Horn
6. Throwable Life Buoy

Please note that children and non-swimmers are advised to wear Personal Flotation Devices at all times.

Contact the U.S. Coast Guard for complete details pertaining to required safety gear and equipment.

In addition to the “required safety equipment”, there are additional items that will provide an extra margin of safety and comfort for you and your passengers. You should consider adding some or all of the following gear based upon your boating needs:

1. Auxiliary propulsion (oar/paddle)
2. Boat hook
3. Compass
4. Dock fenders
5. Extra clothing
6. First aid kit
7. Flashlight
8. Foul weather gear
9. Ground tackle (anchor and anchor line)
10. Nautical charts of the boating area
11. Ring life buoy
12. Signal flares (handheld and/or aerial)
13. Sunscreen lotion
14. Tow line
15. VHF marine radio (dash unit or handheld)

SAFE BOATING PRACTICES

As the Skipper of your vessel, YOU are responsible for your own safety, the safety of your passengers, and the safety of fellow boaters. Alcohol and/or drug consumption and boating DO NOT mix. Operating under the influence of drugs and/or alcohol endangers the lives of your passengers and other water users. Federal laws prohibit operating a boat under the influence of alcohol or drugs.

SAFE OPERATION



*Safe operation means that you do not misuse your boat nor do you allow your passengers to do so. Safe operation means using good judgment at all times. It includes these actions:

*Be sure at least one other passenger is familiar with the operation and safety aspects of the boat in case of emergency. Do not operate a boat alone!

*Do not exceed the maximum power rating stated on the certification plate attached to your boat.

*Do not use your boat in weather or sea conditions beyond the skill and experience of the operator or the capability of the boat.

*Load your boat within the limits listed on the capacity plate. Balance loads bow to stern and port to starboard.

*Maintain boat speed at or below the local legal limit. Avoid excessive speed or speeds not appropriate for operation conditions.

*Make sure the passengers and gear do not obstruct the driver's view or ability to move.

*Provide a Personal Flotation Device (PFD) for each boat passenger.

DANGER



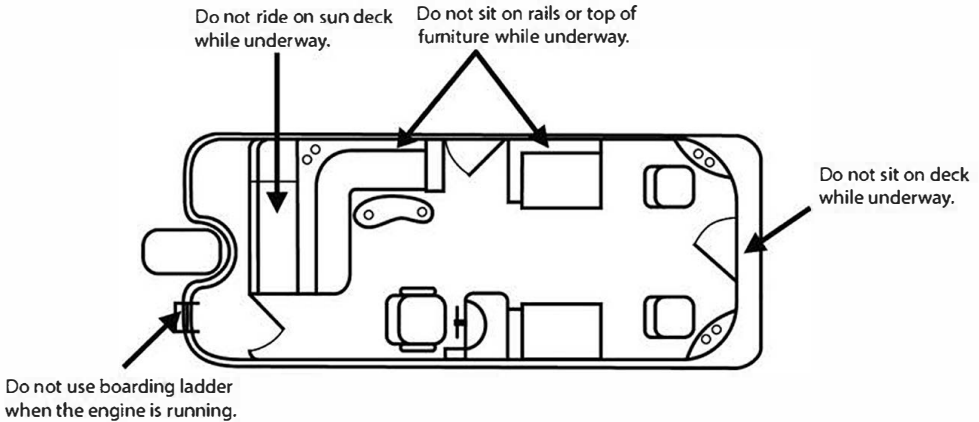
1. Do not smoke while fueling your boat.

2. Do not allow passengers to sit on the foredeck or sun deck while the boat is underway. This will prevent falls overboard and possible injury or death by the rotating propeller.

3. Make sure the engine is off and the propeller is completely stopped before using boarding ladders.

4. Always keep all gates closed while the boat is in motion to prevent falls overboard and possible injury or even death by a rotating propeller!

BASIC SAFE BOATING FIGURE



NOTE:

This Basic Safe Boating Figure is intended to be used as a general guideline only. It does not exclude any other safety recommendations, laws, or procedures required by you as the owner of your boat. While your boat's floor plan may be different from the model shown, the same safety precautions apply.

DANGERS, WARNINGS, AND CAUTIONS

LEGEND

You may see various symbols in this manual. They have the following meanings:

⚠ DANGER

DANGER - Cases that might cause death, injury or considerable property damage if the danger is disregarded.

⚠ WARNING

WARNING - Cases that could potentially cause death, injury or considerable property damage if the warning is disregarded.

⚠ CAUTION

CAUTION - Cases of unsafe routines or hazards that could cause lesser injury or property damage if disregarded.

CARBON MONOXIDE

Exhaust fumes contain carbon monoxide (CO), an odorless and colorless gas. Carbon monoxide is poisonous and a health hazard that can be fatal if breathed over an extended period of time. Some of the symptoms of CO poisoning include: dizziness, nausea, headache, sleepiness, vomiting, throbbing in temples, muscular twitching and the inability to think clearly. If CO poisoning is suspected, take down any canvas enclosures immediately, and seek urgent medical attention if these symptoms persist.

*Carbon monoxide can accumulate in enclosed areas and under canvas.

DANGER

*Carbon monoxide can be harmful or fatal if inhaled. Keep exhaust outlets clear of blockage. Provide adequate ventilation. Open windows and vents to ensure good ventilation.

*Carbon monoxide in engine exhaust from your boat can accumulate within enclosed areas when your boat is operating at a slow speed or stopped in the water. Installing rear canvas while underway increases the risk of carbon monoxide accumulation in your boat. Wind blowing in from the stern of your boat can increase accumulation. Provide adequate ventilation or increase speed as needed.

DANGER

*Carbon monoxide can be harmful or even fatal if inhaled. Keep exhaust outlets clear of blockage. Provide adequate ventilation. Open windows to ensure good ventilation.

DRUGS AND ALCOHOL

DANGER

*Never operate a boat under the influence of drugs and/or alcohol. The use of alcohol and/or drugs affects everyone in at least four possible ways that affect safe boat driving skills: judgment, coordination, reaction time, and vision.

*Also, the influence of drugs and alcohol by passengers can be dangerous. Under the influence, passengers can fall overboard and risk injury and death.

FUEL SYSTEM SAFETY

DANGER

*Use and handle fuel with the utmost care. Gasoline is highly flammable and can cause personal injury or death.

*Do not smoke while fueling your boat. Shut off the engine while fueling your boat.

*Gasoline vapors are highly explosive. To prevent a possible explosion and fire, check for fumes or accumulation of fuel before each engine start.

WARNING

*Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel system for leaks or corrosion at least annually. Use a marine service center if needed to do this inspection.

*Do not remove the anti-siphon valve. This device helps to deter fire and explosions.

LANYARD STOP SWITCH

*This safety device automatically stops the engine when the RED lanyard is attached to the operator and the operator falls or moves away from the helm station.

*The stop switch incorporates a shutoff switch, switch clip, lanyard, and lanyard clip. This clip is securely attached to the driver's clothing, arm, or leg. Be sure to attach this lanyard to the driver during boat operations.

DANGER

The lanyard stop switch must never be removed or modified and must always be kept free from obstructions that could interfere with its operation. The driver should ALWAYS attach this device while the engine is running!

HAZARDOUS CONDITIONS

All waters have different characteristics that could present dangers to you and your boat. Underwater hazards, such as tree stumps, sand bars or shallow waters, are to be avoided. If you are unfamiliar with the waters, question other boaters or obtain nautical charts of the waters. If you are uncertain of water depths, move slowly through the water!

IPC cannot be responsible for damage or personal injury that occurs while using your boat during hazardous boating conditions. IPC cannot be responsible for damage resulting from tree stumps, sand bars, shallow waters, wave swells and the like.

When hazardous weather conditions exist, postpone your boat outing. Check the latest weather reports for local water conditions. When out on the water, periodic weather checks are recommended.

DANGER

Pontoon boats are designed for boating on inland waterways, rivers, lakes and bays. Open sea and oceanic pontoon boat voyages should be avoided by all pontoon boat owners and operators. Any such use can place boat occupants in serious danger and can cause physical damage to your boat. Open seas can be very dangerous. Swells and high waves can cause damage to your pontoon, cause a driver to lose control of the boat, and/or put passengers in serious danger. Waves coming over the bow of the boat are very dangerous and can dent and damage the fence/rails.

WARNING

If you should damage your boat due to any hazardous conditions, take your boat to a qualified marine service center for inspection and repair. Do not continue to use your boat if it is damaged.

WATER-SWIMMING SAFETY

Swimming can always be hazardous unless safety rules are observed. When swimming from a boat, please follow these basic safe swimming recommendations:

- *Anchor the boat and shut off the motor.
- *Swim on the shore side of the boat away from other boat traffic.
- *Be sure someone is in the boat at all times looking out for those swimming.
- *Never swim alone.

DANGER

1. Never dive from any part of a boat. Diving from the boat may result in personal injury or death.
2. Never enter the water while the engine is running or the propeller is turning.

WATER-SKIING SAFETY

-Skiing safety requires the following basic rules. You are required to understand and follow these rules concerning water skiing safety:

- Make sure the engine is off and the propeller has stopped turning before the skier(s) gets into the water.
- Only when the skier(s) is at a safe distance from the boat should you start the engine.
- Move the boat slowly forward until the slack is out of the tow rope.
- Be sure there is no traffic ahead and then apply enough throttle to get the skier up.
- When the skier is up and the way is clear, follow his signals to attain a speed the skier is comfortable with.
- When a skier goes down, watch for the signal that he is OK.
- Always approach the skier on the starboard (right) side and stop the motor when close to the skier.
- Always be aware of shallow water and obstructions in the water.
- Do not ski after dark. This is illegal in most states and is not safe.
- Always have someone watch the skier to inform the boat driver of the skier's constant condition.
- Do not ski near swimmers or in crowded boat traffic

DANGER

DO NOT use the boarding ladder and swim platform when the engine is running. Transom door (if equipped) must be closed and locked in place. Do not enter the water while the engine is running.

WARNING

Always use a boarding ladder to enter or exit a boat. Do not use pontoon tubes for entering or leaving the water. Get assistance if needed by a passenger on board.

-For specific information, please contact:

American Water Skiing Association

P.O. Box 191

Winter Haven, FL 33880

1-800-533-2972

*Always have someone on board other than the driver to watch the skier.

WARNING

*Keep a downed skier in sight constantly.

*Your boat is not designed for and should not be used for pulling parasails, kites, gliders, or any device which can become airborne.

*Never back up to anyone in the water.

CARING FOR YOUR PONTOON BOAT

Proper care helps ensure that your boat will continue to look like new after years of service. We recommend that maintenance and repairs be performed by your Palm Breeze Pontoon Dealer or a marine service center. However, some boat owners may prefer to take care of routine maintenance and repairs themselves. For those owners, this section includes general information and basic procedures. For additional information, read the engine and other component manuals included in your customer's packet.

When your boat is not in use, protect it from the harsh elements by storing it inside or under a roof with a mooring cover or playpen cover installed. Do not dock or store your boat under trees. Dirt, leaves and other debris will accumulate on the boat and can damage carpet and furniture vinyl surfaces. Please check with your dealer before beginning any maintenance or repair if you are not sure about the proper tools and supplies that are recommended. Also, always refer to the manufacturers' manuals for detailed maintenance and repair procedures. If any information conflicts with information stated in the manufacturers' manuals, those manuals must take precedence. Also, some information in this section may not pertain to all IPC products, and some items may be optional equipment.

ENGINE

Refer to the engine owner's manual for recommended information about engine care and maintenance. If you have operated the boat in shallow or salt water, flush the engine with fresh water after each use. Always winterize your engine to avoid damage that can occur during freezing weather. Read your engine owner's manual for complete details.

ALUMINUM SURFACES

Cleaning

Rinse all aluminum surfaces of your boat frequently. Use water and mild detergents for cleaning and protecting the aluminum pontoon tubes. Do not use harsh chemicals or abrasives. Remove stains or light corrosion with a good metal polish. IPC recommends using Oxisolv Aluminum Cleaner. Remove algae, scum, or other marine growth while they are still wet. They are very hard to remove when dry. Call Oxisolv Inc. at:

1-800-594-9028

Also, it is important to realize that over a period of time the unpainted bright aluminum surfaces will oxidize, taking on a dull gray appearance. This oxidized coating is normal and does not harm the aluminum.

Tube Corrosion

Current boat building techniques minimize corrosion problems on aluminum surfaces, and IPC uses the highest grade of aluminum offered in the marine industry. Nevertheless, galvanic corrosion can occur when dissimilar metals come in contact and are wetted by contaminated water. In general, salt water does lead to faster corrosion.

If you are using your pontoon boat in salt or brackish water, wash your pontoon tubes and the understructure after every boat use to help guard against corrosion problems.

Never charge your batteries while the boat is sitting on the trailer. This is especially true if the trailer has wooden or carpeted bunks. Take the battery out of the boat to charge it. The boat that was removed from salt water is not free of salt water even if you have washed your boat and trailer. Salt build up under the pontoons and/or held by the trailer bunk wood/carpet is an excellent conductor and may cause corrosion as you charge the battery.

CAUTION

*Trailer bunks (carpet and wood) will absorb and hold salt water. Tubes resting against trailer bunks over an extended period of time can cause corrosion. It is important to rinse the entire tube with fresh water to minimize the risk of corrosion.

*There is risk of an electric current in the water near boats linked to shore power. This electric current can increase the chance of tube corrosion.

Motor Pan

Oil and trash will collect in the motor pan. This could create a fire hazard and/or undesired odors. Remove all trash build-up and clean the motor pan with a liquid household detergent or bilge cleaner as needed. After cleaning the motor pan, thoroughly rinse it with fresh water to remove any cleaning solution.

WARNING

Do not use flammable solvents to clean the motor pan. Any remaining residue could result in a fire.

ELECTRICAL SYSTEM CARE

Make certain the batteries are secure in the battery tray. Check the battery connections making sure they are clean and tight. If not used frequently, trickle charge the battery to keep it ready for use. Follow the instructions included with the battery charger. Check with your Palm Breeze Pontoon Dealer if you see any wiring damage.

WARNING

Wiring that is damaged or not properly coated may cause a short circuit if not repaired.

When charging batteries, hydrogen gas is produced which is extremely flammable. Keep battery compartments open during charging. Never smoke near batteries.

FLOOR COVERINGS

Vinyl Decking

Your boat decking is inherently stain-resistant. To keep your vinyl at its best, the manufacturer recommends regular vacuuming for general cleaning, soap and water for hard to remove spots and approved cleaner for deep cleansing and to revitalize the vinyl.

When a spill does occur, it can easily be removed by following the stain removal chart below. All stains should be removed as soon as possible as this enhances the ability to remove the stain.

Type of Stain

Miscellaneous Stains:

Coffee, Tea, Cola, Fruit Juice, Ice Cream, Motor Oil, Egg, Grease, Catsup, Chocolate, Milk, Rust, Latex Paint, Water Color Paint, Berry Stains, Blood, Salad Dressing, Furniture Polish, Clay, Wine, Dye, Mayonnaise, Fish Formula, or Urine

Removal Process

Apply warm water and household detergent in minimal amounts to the stained area. Sponge or scrape the stain until it is removed then rinse thoroughly with clean water.

Persistent Stains:

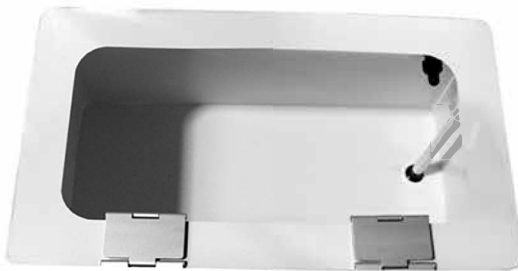
Chewing Gum, Crayon, Ink, Wax, Lipstick, Tar, Polish or Oil Paint

Removal Process

Apply warm water and household detergent. Work mixture well into the stained area then rinse thoroughly with clean warm water.

Note: Most stains should be easily removed from vinyl decking. If the stain persists, the cleaning procedure should be repeated to ensure stain removal. Remember, the sooner the stain removal process begins, the easier the stain will be to remove.

LIVEWELL SYSTEM CARE



Use only fresh water when cleaning the livewell. Note that any residual amounts of soap, detergents, or bilge cleaners can kill fish in the livewell.

Keep bilge pump and hoses clear of any build up.

FURNITURE

The upholstery on your boat is made to withstand the effects of sun, heat, rain, and other outdoor elements under normal conditions. While your vinyl is made to withstand these elements, it is important to care for it by keeping it clean at all times. Many substances may stain your vinyl if left on over a period of time. Remember to remove any contaminants and clean vinyl immediately.

Protect your vinyl from being ripped or torn. Mildew, mold, pinking, yellowing or other types of staining can occur if vinyl is not cared for. This type of damage is not covered under IPC's Limited Warranty.

Suntan lotion and insect repellents can stain vinyl quickly and cause permanent damage to it. Clean up any spills immediately and rinse with fresh water. Leaves can cause a permanent stain to vinyl. We recommend covering your boat with a mooring cover when not in use, and do not dock your boat under trees.

To keep your boat seats looking their best, clean the vinyl covers using the following cleaning techniques.

*For general purpose cleaning, use 303® Products Cleaner & Spot Remover, Fantastik™ (container must state it can be used on vinyl), or mild dish soap (such as Dawn™ or Ivory™) and very warm water.

*Gently scrub with a small soft bristle brush. Rinse soap and cleaning residue off with water and then dry.

*For dirt build-up, use 303® Products Cleaner & Spot Remover. Let soak for approximately 10 minutes, and then gently scrub with a soft bristle brush.

Use these products to clean your vinyl-covered boat interior:

*303® Products Cleaner & Spot Remover

*Mild dish soaps (such as Dawn™ or Ivory™)

*Fantastik™ (container must state it can be used on vinyl)

*303® Protectant

CAUTION

DO NOT use these products to clean your vinyl-covered boat interior:

1. Goo B Gone
2. Formula 409 (bottle states 'Not for use on vinyl')
3. Murphy's Oil Soap
4. Simple Green
5. DC Plus
6. ArmorAll
7. Top Kote Sealant
8. Son-of-a-Gun
9. Orange 88 Degreaser
10. Roll-Off
11. Bleach/Baking Soda
12. Turtle Wax/Tar Remover (containers state 'Not for use on vinyl')
13. APCO
14. Harbor Mate
15. Kerosene, gasoline or acetone as they will remove the protective marine top coat.
16. Any silicone or petroleum based products. They will extract the plasticizers in the vinyl and leave it hard and brittle, and eventually cracking may occur.
17. A power washer on boat seating upholstery.
18. Any other harmful cleaners

Vinyl Furniture Cleaning and Care Recommendations:

For light soiling, a solution of 10% household liquid dish soap in warm water; applied with a soft damp cloth. Rub gently and rinse with a water dampened cloth.

For heavy soiling, dampen a soft white cloth with a one to one (1:1) solution of Formula 409® and water or Fantastik® and water. Rub gently and rinse with a water dampened cloth.

CANVAS

IPC canvas is made using high quality material and the latest sewing techniques. The canvas is not completely leak-proof. The seam holes in your canvas may stretch and leak over time. Products are available to seal seamed areas to help prevent leaks from occurring. IPC does not cover leaking canvas under warranty.

Cleaning

Fabric can be cleaned to prevent the build-up of soil. Simply brush off any loose dirt and hose down the canvas with fresh water. For removing dirt build-up, use a mild detergent and fresh warm water. Never put the canvas in a machine washer or dryer. This will cause permanent damage. Also, do not steam press canvas. Air dry all canvas before storing. This will help to prevent mold and mildew. Never use solvents to clean the canvas.

Snaps and Zippers

Zippers and snaps will loosen with use. Use care when starting the zipper to prevent damage. Do not force the zipper to move. Lubricate snaps with petroleum jelly.

Care and Maintenance of Boat Cover

- Do NOT exceed 15 MPH with the top open.
- Be sure that the cover is tightly secured using ALL available tie downs. Do NOT allow to whip in the wind.
- Do not allow water or heavy snow to stand or puddle on the cover.
- Protect cover from sharp edges or corners.
- Do not fold or store cover when wet.
- Do not subject cover to tree saps or battery acid.

NOTE:

IPC recommends storing the bimini top in the radar position with the top boot installed.

EXTERIOR GRAPHIC CARE

Proper care and maintenance of vinyl graphics or paint is critical in maintaining its appearance. The following cleaning and maintenance recommendations should be followed to ensure the maximum appearance and performance of your vehicle's finish:

When washing, flush the surface with water to loosen large particles of dirt and grime

Fill a bucket with warm water (not to exceed 120° F) and a mild detergent or a liquid car wash. Follow manufacturers instructions on the container.

Using a clean soft cloth or sponge, wipe the entire surface, using horizontal motions, until it is clean. Rinse off the detergent with clean water starting from top - rinse downward until it is clean.

Dry your vehicle with a clean soft cloth or let vehicle air dry.

CAUTION

1. Power washing vinyl graphics is not recommended. However, if it is done, it must be done at a 90° angle only and at a minimum of three feet from the surface. Do not spray along the edge of the decal.
2. It is **STRONGLY** recommended that you do not use a rotating brush car wash as it can lift the ends of your vinyl graphic or scratch your paint finish.
3. **DO NOT** use alcohol, strong solvents, bug remover, or tar remover on your painted or vinyl surfaces as it may leave a foggy appearance in that area.
4. Minimize any fuel contact with your paint finish or vinyl graphics. Prolonged contact can damage the finish.
5. **NEVER WIPE, WASH OR SPRAY** citrus cleaners, acetone or other harsh cleaners on or around your vinyl graphic. Remember that these cleaners are adhesive removers and will attack your vinyl graphic edges over time. Citrus cleaners don't evaporate. They will lay on the top edge of the graphic and continue to eat away at the adhesive.

STORAGE

When preparing your boat for storage, please follow these basic storage recommendations:

- * Drain any fresh water systems to prevent freezing water from damaging tanks and lines.
- * Fill the permanent fuel tank to minimize condensation. Use a gas stabilizer following the label directions on the stabilizer or in your engine owner's manual.
- * Thoroughly clean the boat. Clean the tubes, hull, deck, furniture and storage areas when the boat is removed from the water for storage. This thorough cleaning will help keep your boat looking good for years to come.
- * Remove water from the livewell, motor pan, and all storage areas.
- * Lubricate steering mechanism, shifter and shift cables. Please refer to your engine owner's manual for more information.
- * Store your boat in a dry clean area. Cover your boat during storage to help keep it clean for future use. If possible, store your boat inside.
- * If you store your boat on a trailer, block the trailer wheels off the ground to avoid tire deterioration.
- * To prepare the engine for storage, refer to your engine owner's manual.
- * Before "lifting" your pontoon boat for storage, please check with your dealer for specific instructions.
- * Before placing your pontoon boat on "blocks" for storage, please check with your dealer for specific instructions.

UNDERWAY WITH YOUR PONTOON BOAT

This section of the manual provides basic information for typical boating excursions. All boaters are responsible for their own safety and the safety of others. Even though you may be an experienced boat user, you can still benefit from reviewing the boating recommendations discussed in this section. Before you get underway, make sure you are familiar with local and governmental boating restrictions and policies.

BOATER'S CHECKLIST

***For maximum enjoyment and safety, check each of these items recommended by the National Marine Manufacturers Association (NMMA). Before you launch your boat or start your engine (if the boat is already in the water), check each item before each boat use:**

- Ensure that the drain plug is securely in place.

- Ensure that there are Life-Saving Devices on board, one for every person.

- Check the weather forecast before leaving the dock.

- Inspect the fuel system for adequate fuel supply, fuel leaks, fumes, etc.

- Inspect the battery; ensure that it is fully charged and that the terminals are clean and tight.

- Ensure that the steering system is working smoothly and properly.

- Ensure that your electrical equipment (lights, horn, pump, etc.) is functioning properly.

- Ensure that the vessel is not overloaded (check the capacity plate if unsure).

- Ensure that your emergency gear (fire extinguisher, bailer, paddle, anchor and line, signaling device, tool kit, etc.) is present and in proper working order.

- Ensure that the engine is in neutral.

- Ensure that the safety lanyard is attached to the boat operator prior to engine start.

LAUNCHING YOUR BOAT

Launch ramps are usually busy places. You should make all preparations for launching before approaching the ramp. It is a good idea to watch others before you make your move. This way you can observe any specific wind and water changes on the ramp itself. Always confirm the length of the ramp prior to launching or retrieving your boat. If your trailer tires go beyond the end of the ramp, damage to your trailer could occur. Please check to make certain your engine will start before leaving the trailer. Lower the engine into the water and start it according to engine manufacturer's instructions. Remove safety cables and winch line and drive off the trailer. If the boat has difficulty getting off the trailer, it may be necessary to back into deeper water. After launching, tie the boat up and remove the trailer from the boat ramp to allow others to use the ramp.

RELOADING YOUR BOAT

Back the trailer down the ramp until the trailer bunks are about 3/4 submerged in the water. Approach the trailer with your boat at minimum speed. Tilt the engine as much as possible to avoid hitting the bottom. Center the boat on the support bunks and steer the boat straight at the winch stand. Drive between the guide bunks up toward the winch stand using slow speed with short bursts of power. Shut the engine down at once and tilt up to avoid scraping the ramp. Connect the winch strap to the boat and crank the winch handle until the boat is on the trailer. Pull the trailer up and off the ramp to allow others to load. Turn off all boat accessories and drain the livewell (if equipped). Attach safety chains, connect the trailer light harness and check all lights for proper operation. Lower and secure the canopy. Secure the engine. Attach rear tie down straps prior to towing. Please refer to your boat trailer's owner's manual for additional information.

NOTE:

The above launching and loading instructions are meant to be used as a general guideline for launching and loading your boat. Please understand that these instructions may vary depending on the ramp location, weather conditions, water conditions, and make/type of trailer being used. Please refer to your boat trailer's owner's manual for additional information.

Measure the height of your boat on the trailer and add at least 8 inches as a safety factor. When traveling with your boat/trailer, check all routes for any height hazards. Always be aware of clearances when entering filling stations, motels, or other places where overheads are present.

WARNING

* The height of your boat can be a safety factor when considering a travel route.

* Reduced braking capabilities may occur soon after loading due to water getting into the brakes. Applying the brakes several times at a slow speed should help the drying process. Refer to your trailer's owner's manual for information.

WARNING

* Wet trailer brakes may drastically reduce your ability to stop.

FUELING YOUR BOAT

Gasoline is very volatile. Never have the engine running when refueling. Do not smoke or have any open flames near the fuel tank, vent or fill. Be cautious while fueling during hot weather. Heat expands gasoline, causing pressure to build in portable fuel tanks. **Never fill portable fuel tanks to capacity because expansion can cause fuel leakage.**

DANGER

* Gasoline is a fire hazard.

* Do not smoke while fueling your boat. Shut off the engine while fueling your boat.

Do not use fuels containing any form of alcohol or alcohol derivatives. Alcohol can cause damage to marine fuel system hoses and components. Weak hoses can lead to leaks, fire, or explosions. Inspect the fuel system for leakage, weakening, hardening, swelling, or corrosion of components including the fuel tanks, fuel lines, fittings, fuel filters, and carburetors. If any component shows signs of leaking, it must be replaced. Check the engine owner's manual for additional information.

DANGER

Fuel vapors are explosive. Fuel leaking from any part of the fuel system can lead to fire and explosion. Leaking fuel can cause injury, damage or even death.

Follow these basic procedures to fill your boat's primary fuel tank:

*Remove the fuel-fill cap from the tank fitting and insert the fuel supply nozzle.

*After pumping 5 gallons of fuel into the tank, inspect the engine and fuel tank area for signs of possible fuel leaks. If leaks are not found, continue with fueling. If fuel cannot be pumped into the tank at a reasonable rate, check for a plugged fuel vent or a kink in the fuel line. Continue fueling if you do not find leaks or other problems.

*Stop filling the tank before fuel overflows. Allow space at the top of the fuel tank for thermal expansion. Fuel pumped from underground tanks is cooler than the outside air. Gasoline expands as it warms up and can easily overflow.

*When you are done fueling, replace the fuel cap. Wash off any fuel spilled around the fuel-fill area.

*Properly dispose of rags used to wipe off fuel spillage.

LOADING PASSENGERS AND GEAR

NOTE:

Never overload your boat. Your boat has a plate located near the helm that shows its maximum weight capacity, maximum persons capacity, and horsepower capacity. The weight rating of your boat includes the engine, passengers and all equipment. **The engine horsepower should never exceed the posted rating.** To do so may cause boat damage and will void all warranties related to structure.

Please read, understand and follow the capacity plate information on your Palm Breeze Pontoon. The maximum capacities plate is located near your console.

WARNING

Exceeding the posted weight and horsepower capacity could lead to serious conditions, resulting in an accident and/or serious injury. Do not overload or over horsepower your boat.

BOARDING YOUR BOAT

Load one person at a time. Never jump into the boat. Do not try carrying large or odd-sized items into the boat. Pass them to someone already on board. Reverse the above method when leaving the boat. Do not allow passengers to ride on the rear or upper sun deck pads or outside of any railings. Failure to sit in the designated seating while underway could result in passengers being thrown overboard, thus causing injury or death. Never enter a pontoon boat by climbing onto the tubes. Always use a boarding ladder when entering/exiting from the water.



-Failure to sit in the designated seating while underway could result in passengers being thrown overboard, thus causing injury or death.

BOAT WEIGHT DISTRIBUTION

Weight distribution determines the ride and handling characteristics of your boat. Spread the weight evenly throughout the boat. Do not have excessive weight in either the bow or stern. Excessive weight in the bow can cause propeller ventilation. For additional information concerning ventilation, please refer to your engine owner's manual.

STORAGE AREAS

Your boat has been designed with storage compartments that can be used to store various gear and belongings. All loose items should be stowed in their proper compartments before departing from shore to avoid loss overboard or problems with boat operation. Put loose items in storage areas to avoid passengers tripping and/or falling over them.

STEERING YOUR BOAT

Boat steering is not self-centering. Steering is affected by engine and propeller torque, trim tab settings, wave-current action, and the speed of the boat through the water. Constant attention to steering is required for safe operation.

Watch the stern when you turn. When you turn the steering wheel, the stern responds first by swinging in the opposite direction of the bow. When you are leaving the dock or trying to avoid an object in the water, this swing will be critical. Always give yourself plenty of room to make a turn. You should also slow the speed of your boat while turning. Never make sharp, fast turns because you can easily endanger your passengers or lose control of your boat.

When making tight turns, trim the engine down for better handling. Since both the thrust and steering are at the stern of the boat, the stern pushes away from the direction of the turn. The bow follows a smaller turning radius than the stern.

Your Palm Breeze Pontoon may be equipped with one of two steering systems.

Mechanical system: With this system, the steering wheel connects to a cable which transfers movement to the engine.

-Hydraulic system: With this system, the steering wheel movement pumps hydraulic fluid through lines to a cylinder which transfers movement to the engine.

BOAT SPEED

The maximum speed at which you can make sudden turns without losing control of your boat is the maneuvering speed of your boat. How fast or slow you move depends on wind, waves, weather conditions, other boat traffic and the boat driver's experience. When you encounter a potentially hazardous situation, adjust your boat speed accordingly.

Pace your speed so that you have enough time to respond to any possible emergency. Never drive your boat directly behind a water skier in case the skier falls down. Your boat at 25 MPH will travel more than 35 feet per second. If a boat 200 feet in front of you suddenly stops, your boat at 25 MPH will strike the stopped boat in less than 6 seconds.

GENERAL NAVIGATION RULES

1. Cross waves at right angles.
2. When caught in heavy waves, head either directly into the waves or at a slight angle. Reduce your speed but maintain enough power to move your boat safely.
3. When meeting a boat head on, keep to the right whenever possible.
4. When two boats cross, the boat to the starboard (right) side has the right of way.
5. When passing another boat, the boat being passed has the right of way. However, the boat being passed is asked to maintain the same direction and speed to allow the passing boat by safely. Please keep in mind sailboats and windsurfers always have the right of way.

DOCKING

Always approach the dock slowly. If possible, come in against the wind or current depending on which is stronger. As the boat nears the dock, slowly swing parallel to it. Use caution if the wind or current is from your stern. Approach slowly at a slight angle with the engine in slow reverse.

Tie up on the down wind side of the dock. Use fenders over the side between the boat and the dock to keep your boat from being damaged.

WARNING

Do not use hands or feet to fend your boat from a dock. Your boat's weight coupled with forward momentum could cause injury to a limb caught between the boat and a dock. Remember to take it slow.

TRIMMING

The outboard engine or stern drive can be trimmed to adjust to the ideal boat angle for the given load and water conditions. The engine should be trimmed so that it is perpendicular to the water when the boat is running at full speed. On two-tube pontoon boats, trimming the motor does not significantly affect a boat's riding attitude in most cases. However, on three-tube pontoon boats with higher horsepower engines, the boat is likely to ride higher in the water. It will accelerate more rapidly and is more responsive in turns. Trimming is more likely to affect the boat's performance and overall attitude, but the effect will be less when compared to a boat with a planing hull.

Performance Tips:

Two-tube Boats

Keep engine trimmed down while running unless in shallow water.

Three-tube Boats

Keep engine trimmed down when accelerating, and trim engine up when underway.

Do Not Over Trim

Over-trimming will hinder performance and create excessive engine noise and water spray.

Trailer Your Pontoon Boat

BOAT TRAILER LAWS

-Boat trailer laws vary from state to state.

-It is your responsibility to understand the laws for the state in which you are boating.

CAPACITY DATA

Boat trailers carry a certification label spelling out the weight-carrying capacity. Do not exceed the weight-carrying capacity at any time.

! WARNING

Exceeding the trailer capacity can cause damage to your trailer, personal or property damage or serious accident.

This capacity is referred to as the Trailer Gross Vehicle Weight Rating (GVWR). This rating includes the total weight of the boat, including the engine, fuel, water, and all other items being carried on the trailer. Please refer to your trailer owner's manual for specific operation and safety procedures.

TONGUE WEIGHT

Tongue weight is a percentage of the total weight of the loaded trailer on its tongue. Ideal tongue weight is not less than 5% and not more than 10% of the GVWR. For example, if the weight of the loaded trailer is 3000 lbs., the weight on the tongue should be more than 150 lbs., but less than 300 lbs. Excessive tongue weight causes the front end of the towing vehicle to sway as it goes down the road, and insufficient tongue weight causes the trailer to sway or fish-tail.

HITCH

Hitches are divided into classes that specify the gross trailer weight (GTW) and maximum tongue weight for each class. Always use a hitch with the same class number as the trailer. Most boat trailers connect to a hitch ball that is connected to the towing vehicle. Note that the trailer hitch coupler must match the size of the hitch ball on the towing vehicle. The correct ball size diameter is usually marked on the trailer coupler.

CHAINS

Safety chains on the trailer provide added assurance that the trailer will not become completely detached from the towing vehicle during transport. Use and cross these safety chains.

Please refer to your trailer owner's manual for specific operation and safety procedures.

BACKING A TRAILER

If you do not have experience in backing up with a trailer, practice backing with a trailer before you go to a launch ramp site. Get totally accustomed to using your trailer in an open area and take someone with you who knows how to back up with a trailer.

Remember that backing a trailer works the opposite of backing up an automobile. If the trailer needs to travel to the right, turn the steering wheel to the left and vice versa. Do not turn the wheel too far or oversteer. Turn the steering wheel gradually until you get the feel of knowing how to back up safely.

LAUNCHING RECOMMENDATIONS

Here are some basic tips to remember when putting your boat in the water.

- * Please be courteous to other boaters.

Before backing down the launch ramp:

1. Remove all stern tie downs.
2. Load all personal gear.
3. Properly secure all loose gear.
4. Lock winch and trailer unit.
5. Inventory your safety equipment.
6. Make sure drain plugs are installed on your boat.
7. Disconnect trailer wiring from vehicle (if applicable).

LOADING YOUR BOAT BACK ON THE TRAILER

When the trailer is in several inches of water:

- STOP the towing vehicle.
- Leave a manual transmission towing vehicle in gear or place an automatic transmission in park.
- Always set the parking brake on the towing vehicle.
- Place blocks behind the towing vehicle's rear wheels.

NOTE:

If you have a bunk trailer, the trailer may need to be more than several inches in the water before loading your boat. If you find it difficult to load your boat, you are probably too far in the water with the trailer.

*Please refer to your trailer owner's manual for specific operation and safety procedures.

Pontoon Boat Components and Systems

This section provides information about your boat’s instruments, controls, wiring, and other equipment.

Please note that some equipment described in this section may be standard on some Palm Breeze Pontoon models and optional or not available on other models. Check with you Palm Breeze Pontoon dealer for the latest optional product information or if you have questions about your boat’s equipment.

ELECTRICAL WIRING SYSTEMS

Your boat has a 12 volt DC negative ground electrical system which provides power to all systems on the boat. Your boat’s wiring system has been fully installed and inspected at IPC during the manufacturing process. IPC recommends that you have your dealer install any additional electrical equipment to your boat. An error in wiring the electrical circuits can cause a fire and damage your boat’s electrical wiring and/or components.

NOTE:

Please refer to your engine and trailer owner’s manuals for their specific wiring and electrical information.



BATTERIES

The battery on your boat was installed by your Palm Breeze Pontoon Dealer. Inspect the battery frequently for cleanliness and tight connections. When you inspect your battery, make sure it is tightly secured. Be sure that the battery compartment is well ventilated. If you need to replace your battery, install the same type as originally supplied with your boat. Please refer to your battery owner's manual for specific information about use and service.

Typical IPC Battery Storage Box

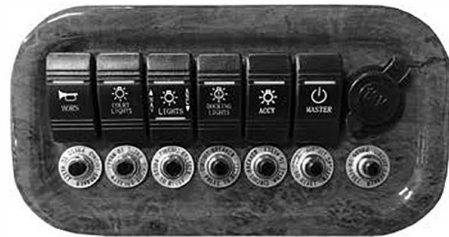


This picture shows a typical battery box on a Palm Breeze Pontoon. The battery location will vary depending on the model of your boat.

! WARNING

Batteries contain sulfuric acid and can cause severe personal injury if mishandled. Avoid contact with eyes, skin, or clothing.


ELECTRICAL SWITCHES




Electrical switches control the power supply to your boat components. Switches may be 2-position (on/off) or 3-position (on/off/on) with the center position being off. For a 3-position switch, the switch position determines which components are being powered. All switches have a push button reset breaker next to, below or above the switch. The breaker protects electrical components from damage caused by power surges. If you reset a breaker and it immediately trips again, do not attempt to reset it a second time. Re-tripping indicates a possible electrical problem that needs dealer attention. If you replace a breaker, replace it with the same AMP size breaker.

Typical Palm Breeze Pontoon Switch Panel

Your switches may be different depending on your particular model of boat. The following summarizes information about Palm Breeze Pontoon switches. Your boat may not have all of the switches listed.



Horn — In some cases, the horn is a RED switch.	Spring loaded-toggles off when released
Docking Lights — Use only while docking during poor visibility.	2-position on/off
Navigation and Anchor Courtesy Lights	3-position on/off/on 2-position on/off
Accessories (varies with model & options) — Lights, livewell pump, etc.	2-position on/off
Master- Turns on power to 12 volt receptacle and the stereo	2-position on/off



NOTE:

Note that some components, such as the stereo, are still powered even though the ignition switch is off. Turn off all switches to prevent the discharging of your battery.

INSTRUMENTS

The instruments installed on your boat indicate current operating conditions for the engine and related systems. When you take delivery of your boat, ask your dealer about the normal readings of the gauges. This provides you with a reference point to evaluate how well your boat is operating. Keep in mind that the readings on some gauges tend to fluctuate. You should investigate the cause of gauge readings that show a constant or sudden change from the normal reading. **Note below a Palm Breeze Pontoon dash.** Your dash may be different depending on the model of Palm Breeze Pontoon you own. However, the gauge descriptions that follow provide you with the basic use of all gauges used by IPC. Note that not all gauges listed are available for all Palm Breeze Pontoon models.



TACHOMETER GAUGE

The tachometer indicates engine revolutions per minute (RPM). See your engine owner's manual for maximum full throttle RPM. Do not exceed the specifications. Propeller size (diameter and pitch) will change the RPM output of an engine. Ask your Palm Breeze Pontoon Dealer to assist you in selecting the best propeller for your desired performance and engine RPM range.



Refer to your engine owner's manual for specific information.

VOLTMETER GAUGE

The voltmeter shows the condition of the battery in volts DC. The operating range is 12 + volts.



FUEL GAUGE

The fuel gauge indicates the amount of fuel in the tank. The most accurate reading is at idle speed when your boat is level. Because the reading is approximate, compare to known fuel consumption rate and hours of use. Your engine owner's manual should help you to determine a fuel consumption rate based on the horsepower and type of engine you are using with your boat. If you find that you are consistently getting inaccurate readings, you may need to adjust the sending unit in the fuel tank. Please contact your Palm Breeze Pontoon Dealer for assistance concerning this adjustment. Most Palm Breeze Pontoons are equipped with a fuel gauge and in all cases this is a 2" diameter gauge. The fuel gauge will read within a 1/4 of a tank accuracy.



SPEEDOMETER

The speedometer shows miles per hour by measuring water pressure against a small hole in a device mounted on the bottom of the transom or engine. Other types use a paddle wheel, and as water flows over the wheel, it measures a speed which is transmitted to the gauge. To ensure accuracy, keep the water pressure pickup hole and tube clear of any obstructions.



12 VOLT PLUG

This plug is available on most, but not all Palm Breeze Pontoon models. It can be used to operate accessories, such as a cell phone, air pump, flashlight, etc. Please read your accessories owner's manual before plugging anything into this plug. You can locate this plug on the dash of your Palm Breeze Pontoon by gently lifting up the rubber tab used to cover and protect the plug. This plug has been added to your boat to provide extra convenience.

STEREO SYSTEM

Many Palm Breeze Pontoon models are equipped with an all weather stereo with MP3 and iPod Compatibility. In most cases, you can locate your stereo on the left hand side of the driver's console.

Please look inside your Customer's packet for the owner's manual that matches the stereo installed in your boat. If the owner's manual you have does not match the stereo in your boat, please contact your Palm Breeze Pontoon Dealer for the correct owner's manual. Please read your stereo owner's manual before operating your stereo. Before changing or adding a stereo, please contact your dealer. It is important to note that at times a radio frequency may be interrupted by engine or transducer transmissions.

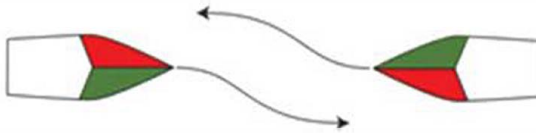


LIGHTS

There are different types of lights on your Palm Breeze Pontoon. Some are for navigational and safety needs; others are just for your comfort and convenience. Some of the following lights may or may not be on your Palm Breeze Pontoon model. Please contact your Palm Breeze Pontoon Dealer before adding or changing any lights on your boat and follow all laws concerning the use of lights on your boat.

NAVIGATION LIGHTS

Boats must display navigational lights when operating between sunset and sunrise and during periods of poor visibility (rain or fog). These lights help to alert other boaters of a boat's presence and course. Follow all laws concerning the use of navigational lights. The green navigation light is always on the starboard side of the boat (right side). The red navigation light is always on the port side of the boat (left side). Please keep this information in mind as you see other boats approaching your boat while on the water.



DOCKING LIGHTS

Docking lights act as headlights do on an automobile. These lights are intended to be used as you dock your boat after dark or during poor visibility. There is no need to use these lights while simply cruising on the water. It is best to use them only while attempting to dock your boat after dark.



ANCHOR LIGHTS

The anchor light is a white all-round light that is located on top of your bimini top. This light is usually used just while your boat is anchored on the water so that other boaters can see you after dark. Please follow all laws concerning the use of your boat's anchor light.

COURTESY LIGHT

The courtesy light is in your boat to provide extra convenience and comfort. It can be used after dark to allow you to see items on your boat and to assist passengers as they move around inside the boat after dark. You can operate the courtesy light(s) by using the switch on your helm.

CONTROLS

Knowing how to use the controls on your boat is essential for safe and proper operation. The controls described in this section may be optional equipment for your boat or may vary slightly from those on your boat.

STEERING SYSTEMS

Palm Breeze Pontoons are equipped with various steering systems. Some models have non-tilt mechanical steering, tilt mechanical steering, or tilt hydraulic steering. Note below a listing and brief description of each. Please read your steering system owner's manual for additional information concerning maintenance, use and safety. Check with your dealer before changing your steering system.

Your Palm Breeze Pontoon will be equipped with one of three complete steering systems:

-Non-tilt mechanical system: With this steering system, the steering wheel connects to a cable which transfers movement to the engine rudder. You will NOT be able to tilt your steering wheel on the driver's helm.

-Tilt mechanical system: With this steering system, the steering wheel connects to a cable which transfers movement to the engine rudder. You will be able to adjust the tilt of your steering wheel on the driver's helm. This tilt works somewhat like a tilt wheel in an automobile. Use it to set the height and angle of the steering wheel for your comfort and use.

-Hydraulic system: With this steering system, the steering wheel movement pumps hydraulic fluid through lines to a cylinder which transfers movement to the engine rudder. This steering system makes it easier to control the boat because the steering wheel is easier to turn.

All steering systems require periodic maintenance to be trouble-free and safe. Regular checks are essential. Check the cables regularly and tighten them as needed. If you find that your steering is giving you problems, do not use your boat until you have your dealer resolve the problem. Remember that steering does vary from boat to boat depending on the type of engine, water and wind conditions, and the type of boat you have. Getting the “feel” of your boat’s steering system is important. Before each boat outing, turn the wheel full left to full right. Check that the drive unit is turning correctly, freely and smoothly.

SHIFT AND THROTTLE CONTROL SYSTEMS

The shift and throttle control system on your boat will vary from model to model and depending on the type you have selected. The control described in this section may vary slightly from the control on your boat.

Forward and Reverse:

To shift into forward and reverse, rotate the control lever downward about 35 degrees to the F side and R side, respectively. When the control lever is further rotated downward, the throttle opens.

Power Trim and Tilt Switch:

The power trim and tilt switch is attached to the control lever grip and is operated by using your thumb. Pushing the switch UP trims and tilts the engine up. Pushing the switch DOWN trims and tilts the engine down. While the trim and tilt switch is being used, your dash trim gauge should indicate the change in the angle of the propeller to the hull. As you push UP or DOWN on the switch, the gauge will move to reflect this change.

Some helpful shift and throttle operating tips:

-When shifting between forward and reverse, always pause in neutral for a few seconds before reversing propeller rotation to prevent damage to the engine and drive.

-When maneuvering at low speeds, you can reverse the throttle to control or brake boat travel.

-When shifting between forward and reverse, always pause in neutral for a few seconds before reversing propeller rotation to prevent damage to the engine and drive.

-When maneuvering at low speeds, you can reverse the throttle to control or brake boat travel.

LIVEWELL SYSTEM

An aerated livewell is standard on select Palm Breeze Pontoon models. The livewell provides an environment where your catch or bait can be kept alive. It will be important for you to keep your livewell clean and clear of debris for proper operation. Use only fresh water when cleaning the livewell. Note that any residual amounts of soap, detergents, or bilge cleaners can kill fish inside the livewell. Keep pump and hoses clear of any build-up. Your livewell may be different depending on your the model of your boat.



Please contact your dealer before adding a livewell to your boat.

Livewell Operation:

It is important to be aware of water and air temperatures to determine when and how often you should aerate the livewell. You can turn the livewell pump on and off manually. The livewell pump is wired to an accessory switch located on the driver's helm (if applicable). The pump will run continuously when the switch is on.

The pump draws water in through a fitting below the waterline of the boat and pumps this water into the livewell tank. The water is then sprayed into the livewell tank through the spray bar. The spray bar can be adjusted to control the volume of water flowing into the livewell tank. Oxygen content increases as incoming water hits the surface of the water already in the livewell tank. This added oxygen helps to keep your catch alive.

The pump works best when the boat is at rest or moving at a very slow speed in the water. At faster speeds, the pump does not work properly because it cannot draw water.

FRESH WATER SYSTEM

IPC provides an optional fresh water system for select models. This manually pressurized system provides fresh water from a tank that is located below the sink. To operate this system, push the manual pump mounted by the sink. This will allow fresh water to flow from the water tank below up through the hose and into the sink for use. It is important to fill the tank with fresh water only. Refill the tank frequently to keep the water fresh. Keep the tank empty during freezing weather. Please contact your dealer before adding a fresh water system to your boat.

BIMINI TOP CANVAS

The bimini top canvas is provided as a standard feature for all Palm Breeze Pontoons. Please refer to the “Caring For Your Pontoon Boat” section of this manual for recommended maintenance and care information.

IPC offers different sizes of bimini canvases depending on the model of your boat.

FUEL SYSTEM

Gasoline is very volatile. Never have the engine running when refueling. Do not smoke or have any open flame near the fuel tank, vent or fill. Be cautious while fueling during hot weather because heat expands gasoline, causing pressure to build in portable fuel tanks. Never fill portable tanks to capacity because expansion can cause fuel leakage.



Do not smoke while fueling your boat! Shut off the engine while fueling your boat.

Do not use fuels containing any form of alcohol or alcohol derivatives. Alcohol destroys marine fuel system hoses and components. Weak hoses can lead to leaks, fire or explosions. Inspect the fuel system for leakage, weakening, hardening, swelling, or corrosion of components including the fuel tanks, fuel lines, fittings, fuel filters, and carburetors. If any components show signs of leaking, they must be replaced. Check the engine owner’s manual for additional information.

Follow these basic procedures to fill your boat's primary fuel tank:

1. Remove fuel-fill cap from the tank fitting and insert the fuel supply nozzle.
2. After pumping approximately 5 gallons of fuel into the tank, inspect engine and fuel tank area for signs of possible fuel leaks. If leaks are not found, continue with fueling. If fuel cannot be pumped into the tank at a reasonable rate, check for a plugged fuel vent or a kink in the line. Continue fueling if you do not find leaks or other problems.
3. Stop filling the tank before fuel overflows. Allow space at the top of the fuel tank for thermal expansion. Fuel pumped from underground tanks is cooler than the outside air. Gasoline expands as it warms up and can easily overflow. When you are done fueling, replace the fuel-fill cap. Wash off any fuel spilled around the fuel-fill area. Properly dispose of rags used to wipe off fuel spillage.

BOARDING LADDERS

All Palm Breeze Pontoon models have one stern entry ladder; please note picture and description to the right and below.



This ladder is located on the starboard stern corner of the boat and comes as a standard feature on all stern entry Palm Breeze Pontoon models. Do not allow your ladder to drag in the water. Fold up and fasten the strap located on the ladder after each use.

! DANGER

Do not use any ladder while the engine is running.

! WARNING

Always use a boarding ladder to enter or exit a boat. Do not use pontoon tubes for entering or exiting the water. Get assistance as needed from a passenger on board.

Privacy Enclosure (Portable Changing Room)

Some Palm Breeze Pontoon models come equipped with privacy enclosures. These privacy enclosures can be used for changing your clothes, for porta-potti use, and the like. It is important to remember to securely fasten down the privacy enclosure lid and curtain after each use. Failure to securely fasten down the privacy enclosure lid could result in damage to the lid, curtain, and frame. If your boat is not equipped with this feature, please contact your dealer before installation. Most models do not allow for this feature to be added.



Electronic Privacy Enclosure and changing room.

Privacy changing room with lid, curtain, frame, and door in use.



FISHING SEATS

Fishing seats are a standard feature on most “fish style” boats. IPC offers a unique type of fishing seat that is built to fish in yet has the comfort of a captain’s chair. IPC takes your comfort seriously and this is well defined in the type of chairs we are using.



PERFORMANCE FACTORS

The following factors can affect boat performance dramatically:

- Wind
- Location of weight
- Pontoon dimension
- Deck dimension
- Wet boat (can add 500 to 1000 lbs.)
- Engine horsepower (hp)
- Altitude
- Waves
- Water temperature
- Air temperature
- Humidity
- Weight on board
- Boat floor plan
- Propeller size
- Engine mount height
- Type of engine

***Tips to remember:**

1. Lifting strakes lift the entire boat for increased speed and a drier ride.
2. The center tube pontoon performance package offers superior handling benefits.
3. 4-strokes tend to be heavier and may decrease overall speed as much as 2-4 mph.

PERFORMANCE PACKAGE BOATS

Some Palm Breeze Pontoons are equipped with “Performance Packages”. A performance package is designed to deliver extra speed, buoyancy and rough water performance. This option consists of the following:

For lifting tube pontoon boats (not available on all models)

2. Sea Star hydraulic steering

For three-tube pontoon boats (not available on all models)

1. Center tube (not integrated into transom) (Sport Toon)
2. lifting strakes
3. Sea Star hydraulic steering
4. 30-gallon fuel tank

Please note below some general information about the Performance Package. Please contact your dealer for additional information.

Palm Breeze Pontoon tubes increase strength and provide rigidity to allow long-evity in extreme water conditions.

Lifting Strakes

Increase the ability for quicker planing, better maneuverability and a smoother ride.

52" Nose Cones

The industry standard for nose cones is 48", we have engineered a longer 52" nose cone to enhance the speed, reduce the fuel consumption and provide a more comfortable ride.

Bulk Heads

Strategically placed bulkheads at vital points in the pontoon provide superior structural integrity.

Sea Star Hydraulic Steering

With this system, the steering wheel movement pumps hydraulic fluid through lines to a cylinder which transfers movement to the engine rudder. IPC uses Sea Star for its Hydraulic Steering System. This steering system makes it easier to control the boat because the steering wheel is easier to turn.

For additional information, please refer to the Sea Star owner's manual provided with your Palm Breeze Pontoon customer's packet (if applicable).

VENTILATION

Pontoon boats are characteristically prone to ventilation due to being semi-displacement boats and also due to the size and weight of the typical pontoon boat. Choosing the correct engine and propeller will help to eliminate nearly all ventilation issues (assuming normal load distribution).

What is ventilation?

Ventilation is the result of air being introduced into the water through which the propeller is turning. When air is introduced, the propeller loses its grip on the water and begins to “slip” excessively. This is all very similar to a car tire losing traction and slipping on ice or snow. In a pontoon boat, the result is an immediate reduction in speed.

When does ventilation occur?

Ventilation usually occurs when the boat is being steered into a turn under power. Pontoon boats travel through the water in a very efficient and clean manner when they are traveling in a straight line, but when they are put into a turn, they draw a lot of air into the water. The result is “dirty water”, which is very turbulent and full of air bubbles. The boat’s engine is forced to run through this dirty water.

What can be done to reduce ventilation?

The best defense against ventilation is to select an engine that best matches your pontoon boat. For the best performance, large pontoon boats (22’ +) and boats with 25” pontoons should be packaged with engines that have large gear cases. Likewise, engines with large gear cases are able to turn larger diameter propellers that help to maintain a better grip on the water during acceleration and in turns.

Some other helpful suggestions and things to remember concerning ventilation:

1. Adding cupping to a propeller or switching to a stainless steel propeller that is usually already double-cupped will generally reduce ventilation.
2. Excessive trim can and will cause ventilation. Trim does not affect pontoon boats as much as it will other types of boats.
3. Extremely quick maneuvers, such as hard turning, etc., will cause ventilation.

Boating Terminology

Abaft – Toward the stern.

Abeam – Amidships, at the right angle to the keel.

Aboard – On, in, or into a boat.

ABYC – American Boat and Yacht Council, Inc., the organization that sets voluntary safety and construction standards for small craft in the USA.

Adrift – Without motive power and without anchor or mooring.

Afloat – On the water.

Aft – Describing the after section of a vessel or things to the rear of amidships and near the stern.

Aground – Touching bottom.

Amidships – In the center, the center portion of a vessel.

Anchor – A forging or casting shaped to grip the sea bottom and, by means of cable or rope, hold a boat in a desired position.

Anchorage – A customary, suitable, and usually designated harbor area in which vessels may anchor.

Astern – Toward the stern. An object that is aft of a boat is said to be astern of the boat.

Athwart – Across

Aweigh – Off the bottom, said of an anchor

Aye – Yes, while aboard a boat or ship. Means “I understand.”

Bail (Bale) – To remove water from a boat by pump or bailer.

Ballast – Heavy material such as iron, lead, or stone placed in the bottom of a vessel.

Beacon – A post or buoy placed over a shoal or bank to warn vessels. Also a signal mark on land.

Beam – Imaginary line amidships at right angles to keel of vessel. Also vessel's width amidships.

Bearing – The direction or point of the compass in which an object is seen.

Belay – To make fast to a cleat or belaying pin; to cancel an order.

Below – Beneath or under the deck. One goes below when going down into the cabin.

Bend – To fasten by means of a bend or knot.

Berth – A position, as a place to sleep or in which a vessel may be made fast; a margin of safety, as “a wide berth.”

Bilge – The lower internal part of a boat's hull.

Bollard – A strong post for holding lines fast.

Bow – The forward part or front of the boat.

Breakers – Waves cresting as they reach shallow water, or on a beach.

Breakwater – A structure, usually stone or concrete, built to create a harbor or improve an existing one.

Bulkhead – Vertical partition in a boat.

Burdened Vessel – Former term for the vessel which must stay clear of vessels with the right of way.

Calking (Caulking) – Forcing filler material into the seams of the planks in a boat's deck or sides to make them watertight.

Camber – The arch of a deck sloping downward from the center towards the sides.

Capsize – To turn over.

Cardinal Points – The four main points of a compass: north, east, west, and south.

Ceiling – The inside lining of the hull.

Certificate – Government paper such as your boater's license.

Chart – A map of a body of water that contains piloting information.

Chine – The intersection of sides and bottom of a boat.

Cleat – A piece of wood or metal with projecting ends to which lines are made fast.

Clinker – A method of planking in which the lower edge of each strake overlaps the upper edge of the strake next below.

Coaming – A raised edge, as around part or all of a cockpit that prevents seawater from entering the boat.

Coast Guard – The federal marine law enforcement and rescue agency of the US.

Cockpit – A well or sunken space in the afterdeck of a small boat for the use of the helmsman and crew.

Companionway – a hatch or entrance from deck to cabin.

Compass – The instrument that shows the heading of a vessel.

Cowls – Hooded opening used for ventilation.

Cradle – A frame used to support a vessel on land.

Current – The movement of the water in a horizontal direction.

Deadrise – The rise of the bottom of an amidships frame from the keel to the bilge.

Deck – Any permanent covering over a compartment.

Deep-six – To discard or throw overboard.

Dinghy – A small, open boat.

Displacement Hull – Type of hull that plows through the water even when more power is added

Dock – An enclosed or nearly enclosed water area; all the port installations, a place where vessels can moor, as a pier, wharf, or floating dock.

Documented Vessel – Vessel registered with the US Coast Guard.

Dolphin – A small group of piles in the water generally used for mooring or as a channel marker.

Draft – The depth of the vessel below the waterline measured vertically to the lowest part of the hull.

Ebb – An outgoing tide.

Estuary – An inlet or arm of the sea.

Fathom – Six feet.

Fenders – Objects placed along the side of the boat to protect the hull from damage.

Flare – The outward spread of the boat's sides from the waterline to the rail at the bow. Also a pyrotechnic device used for signaling.

Fore – Used to distinguish the forward part of a boat or things forward of amidships.

Forward – Toward the bow.

Frame – Ribs of the hull extending from the keel to the highest continuous deck.

Freeboard – The vertical distance measured on a boat's side from the waterline to the gunwale.

Galley – The kitchen area of a boat.

Gimbals – Swivels used to keep equipment level.

Give-Way Vessel – The one which must stay clear of vessels which have the right of way.

Grab Rail – A convenient grip on a cabin top or along a companion ladder.

Gunwale – The upper edge of a boat's side. (Pronounced Gunnel.)

Harbor – a safe anchorage protected from most storms, may be natural or man-made.

Hatch – An opening in a boat's deck for persons or cargo to go below.

Head – A marine toilet.

Headway – Forward motion of a vessel through the water.

Helm – The wheel or tiller by which a ship is steered.

Hull – The body of a boat.

Inboard – More toward the center of a vessel

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

Keel – The permanently positioned fore and aft backbone member of a boat's hull.

Knot – To bend a line. Also, a unit of speed equal to one nautical mile.

Launch – To put a vessel into the water.

Lee – The side opposite to that from which the wind blows.

Leeward – Situated on the side turned away from the wind.

Leeway – The amount a boat is carried sideways by the wind's force or current.

List – A continuous leaning to one side often caused by an imbalance in stowage or a leak into one compartment.

LOA – Length overall; the maximum length of a vessel's hull, excluding projecting spars or rudders.

Locker – A storage place or closet.

Log – A record or diary of a vessel's journey.

Lubber's Line – A mark or permanent line on a compass that shows the course of the boat.

Making Way – Making progress through the water.

MAYDAY – A radio distress call from the French *m'aidez* (help me); SOS in Morse code.

Mooring – Commonly the anchor chain, buoy, pennant, etc., by which a boat is permanently anchored in one location.

Motor – A source of mechanical power.

Navigation – The art of conducting a ship from port to port.

Nautical Mile – 6076.12 feet, or 1852 meters, an international standard; the geographical mile, the length of one minute of latitude at the equator, is 6087.20 feet.

Nun Buoy – A conical, red buoy bearing an even number and marking the starboard side of a channel from seaward.

Oar – A long, wooden instrument with a flat blade at one end used for propelling a boat.

Painter – A rope attached to the bow of a boat for making it fast.

PFD – Personal Flotation Device.

Pier – A structure, usually wood or masonry, extending into the water and used as a landing place for boats and ships.

Pile – A vertical wooden or concrete pole driven into the bottom; may be a support for a pier or floats; also used in mooring.

Piling – A structure of piles.

Pitch – The up and down movement as the bow as the bow and stern rise and fall due to wave action. The theoretical distance advanced by a propeller in one revolution.

Planing Hull – Type of hull that is shaped to list out of the water at high speed and ride on the surface.

Port – The left side of a boat when you are facing the bow. Also a destination

Privileged Vessel – Former term for the vessel with the right-of-way.

Propeller – Wheel or screw mechanism that pushes water aft to propel the boat.

Rigging – The general term for all lines (ropes) on a vessel.

Roll – The sideward motion of a boat caused by wind or waves.

Rules of the Road – The nautical traffic rules for preventing collisions on the water.

Scope – The length of the anchor rope or chain.

Scupper – A hole allowing water to run off the deck.

Seacock – A thru-hull valve; a shutoff on a plumbing or drain pipe between the vessel's interior or sea.

Slip – A berth for a boat between two piers or floats.

Sole – The cabin or cockpit floor.

Spar Buoy – A channel marker that looks like a tall, slender pole.

Stand-on Vessel – The vessel with the right of way.

Starboard – The right side of a boat when you are facing the bow.

Stern – The after end or back of the boat.

Stow – To store items neatly and securely.

Strake – Planks running fore and aft on the outside of a vessel.

Taffrail – The rail around a boat's stern.

Tide – The alternate rise and fall of waters caused by the gravitational attraction of moon or sun.

Topsides – The sides of a vessel above the waterline; on deck as opposed to below deck.

Transom – The transverse planking which forms the after end of a small, square ended boat.

Trim – To arrange weights in a vessel in such a manner as to obtain desired draft at bow and stern.

Trimaran – Boat with three hulls – the center one is the largest.

Unbend – To cast off or untie.

Underway – Vessel in motion.

USPS – United States Power Squadron, a private membership organization that specializes in boating education and good boating practices.

Vessel – Every kind of watercraft, capable of being used as transportation on the water.

VHF Radio – A very high frequency electronic communications and direction-finding system.

Wake – Moving waves created by vessel motion. Track or path that a boat leaves behind it when moving across water.

Waterline – The intersection of a vessel’s hull and the water’s surface

Well – Area at the rear of the boat where the motor may be located.

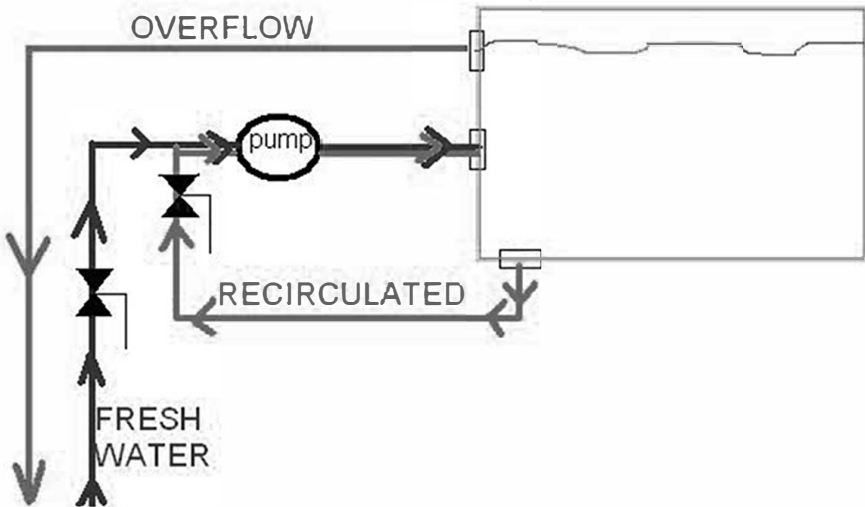
Wharf – A structure, parallel to the shore, for docking vessels.

Whistles Signal – A standard communication signal between boats to indicate change of course, danger, or other situations.

Windward – Situated on the side closest to the wind.

Yaw – The swing or steer off course as when running with a quartering sea.

Livewell - An aerated live well is standard on some models. The livewell provides an environment where your catch can be kept alive and healthy. The figure below shows a typical Livewell.



***Palm Breeze Pontoons Limited Warranty
For Vessels Manufactured after 6/1/2021***



THE INTERNATIONAL PONTOON CORPORATION, 303 Swett Ave., Americus, GA, 31709 (hereinafter "IPC"), gives the following **Limited Warranty** on all components of your **Palm Breeze®** vessel against substantial defects in materials or workmanship supplied by or performed by **IPC**, unless otherwise excluded below. This Limited Warranty covers parts, costs, and other labor charges for repair or replacement and begins on the date of purchase by the original retail purchaser through an authorized Palm Breeze/IPC dealer.

A. WHAT IS COVERED AND COVERAGE DURATION.

Recreational Use. Palm Breeze® vessels are designed and intended for recreational consumer use. This Limited Warranty does not apply to any vessel which is or has been engaged in any commercial use. This Limited Warranty is extended only to the Original Retail Purchaser of a Palm Breeze® pontoon vessel which has been delivered to and sold by an authorized IPC/Palm Breeze® dealer. A list of authorized IPC dealers may be found on the web at <http://www.ipontoons.com>. Please note that this list is updated periodically and will certainly change during the period of your ownership.

1. **Limited Lifetime Warranty.** IPC warrants to the Original Retail Purchaser, for so long and he/she shall own the vessel, against substantial defects in the material or workmanship supplied or performed by IPC, the following items: (i) the high-buoyancy, multi-chambered, fully sealed tubes and bulkheads, (ii) the deck frame, (iii) the engine well beams, (iv) the bow fender structure, (v) the deck edging, (vi) the cosmetic side skirts (but not UV damage), and, (vii) the cosmetic fenders that comprise your deck and hull. In the event any of the foregoing items shall fail during the warranted period, IPC will authorize the repair or replacement of the item.

2. **Limited Two (2) Year Warranty.** IPC warrants to the Original Retail Purchaser that the following described factory installed parts and components of the vessel will be free of substantial defects in material and workmanship for a period of two (2) years from the date of retail delivery: (i) gauges, (ii) upholstery (but not UV damage), (iii) vinyl (if any), (iv) plywood flooring, (v) canvas, (vi) stereo system, (viii) towers, and (ix) graphics/decals, (x) carpeting and/or seagrass flooring. In the event any of the foregoing items shall fail during the warranted period, IPC will authorize repair or replacement of the item.

3. **Third-Party Warranties.** Additional component warranties may be provided by the component manufacturers directly. For example, your outboard engine and trailer are warranted through those manufacturers, respectively, and not IPC. IPC is not responsible for and will not pay for or honor any such warranties regardless of whether the Vessel is being used for non-commercial or commercial use. Components that are covered by another manufacturer's warranty are hereby expressly excluded under the terms of this Limited Warranty. Additional coverage for these items may be available in the form of a service contract purchased from your authorized IPC dealer.

4. Obtaining Warranty Service. If your vessel requires warranty service, you must take it to an IPC authorized dealer or IPC authorized service facility for diagnosis and, if necessary, repair. You should first notify the dealer from whom the vessel was purchased, or another IPC authorized service facility, of any claim under this warranty within the applicable warranty period, within thirty days (30) after the defect is or should have been discovered. If there is no authorized IPC service facility located within 300 miles of your location and you believe that you need warranty service, you should email us for assistance at warranty@ipontoons.com. **THE COST OF TRANSPORTATION TO AND FROM THE DEALER OR OTHER AUTHORIZED WARRANTY FACILITY FOR SERVICE, INCLUDING IPC'S FACILITY IN GEORGIA, IF NECESSARY, IS YOUR RESPONSIBILITY AND IS NOT COVERED UNDER THIS LIMITED WARRANTY.** In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the purchaser's vessel as of the date of the claim. The then current editions of NADA (if listed) or ABOS Marine Blue Book (if not), shall conclusively establish fair market value.

B. EXCLUSIONS

This Limited Warranty excludes coverage any failures that are not caused by a substantial defect in material or workmanship. **THIS LIMITED WARRANTY DOES NOT COVER CLAIMS OF DEFECTIVE DESIGN.**

This Limited Warranty also does not cover acts of God, accidental damage, normal wear and tear, abuse or improper handling. This Limited Warranty also does not cover any vessel, component or part that has been altered structurally, modified, neglected, improperly maintained or used for racing, competition or purposes other than for which it was designed.

This Limited Warranty excludes damages or failures arising out of or related to: improper lubrication; improper fuel; surface imperfections caused by external stress, heat, cold or contamination; operator error or abuse; improper component alignment, tension, adjustment or altitude compensation; snow, water, dirt or other foreign substance ingestion/contamination; batteries, engines, props and outdrives; electrolysis, stray-current or galvanic corrosion; failure to perform or improper maintenance; fabric rips, tears, snags and unraveling; modified components and parts; lack of compliance with Owner's Manual; use of equipment that exceeds load capacities, certification or horsepower; failure to trim vessel properly; improper or prolonged storage (any in-water storage exceeding 14 consecutive days shall be considered "prolonged"); submersion in water; corrosion or cosmetic damage; damage from towing behind other vessels or improper trailering; use of non-factory installed, aftermarket or unapproved components, accessories, equipment or appliances; equipment and appliances (e.g., engines, outdrives, propulsion systems not rigged and installed by IPC); unauthorized repair(s) or disassembly; or repairs made after the warranty period expires or by an unauthorized repair center.

This Limited Warranty excludes damages or failures caused by abuse, accident, fire or any other cause other than a defect in materials or workmanship (e.g., pets and other animals) and provides no coverage for consumable components, general wear and routine service items (e.g., light bulbs, fuses, lubricants), or any parts exposed to friction surfaces, stresses, temperature variations (e.g., infrared heaters and other high output heat sources), environmental conditions (e.g., saltwater, mold, mildew, hail, road salt, freeze damage, sun damage, thermal cracking) and/or contamination for which they were not designed or not intended.

This Limited Warranty provides no coverage for personal loss or expense, including but not limited to mileage, transportation costs, towing expenses, hotels, meals, shipping or handling fees, vessel pick-up or delivery, replacement rentals, loss of vessel use, loss of profits, or loss of vacation or personal time. This Limited Warranty also does not guarantee the match of color of any replacement parts or components to the original.

C. LIMITATION OF LIABILITY.

The exclusive remedy and sole liability under this warranty shall be, at IPC's option, to repair or replace any defective materials, components or products. **THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE EXCLUSIVE AND SOLE REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. IPC SHALL HAVE NO LIABILITY TO ANY PERSON FOR ANY INJURY TO OR LOSS OF GOODWILL, REPUTATION, BUSINESS, PRODUCTION, REVENUES, PROFITS, ANTICIPATED PROFITS, CONTRACTS, OR OPPORTUNITIES (REGARDLESS OF HOW THESE ARE CLASSIFIED AS DAMAGES), OR FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, SPECIAL, PUNITIVE, OR ENHANCED DAMAGES WHETHER ARISING OUT OF BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, PRODUCT LIABILITY, OR OTHERWISE. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.**

NO EXPRESS WARRANTY IS GIVEN BY IPC EXCEPT AS SPECIFICALLY SET FORTH HEREIN. **TO THE GREATEST EXTENT PERMITTED BY LAW, ALL OTHER WARRANTIES, INCLUDING ANY IMPLIED WARRANTIES, WARRANTIES OF MERCHANTABILITY, AND WARRANTIES FOR FITNESS FOR A PARTICULAR PURPOSES ARE HEREBY EXPRESSLY EXCLUDED.** THE FOREGOING STATEMENTS OF WARRANTY ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REMEDIES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATIONS MAY NOT APPLY. SOME STATES DO NOT PERMIT THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES OR ALLOW LIMITATIONS ON THE DURATION OF IMPLIED WARRANTIES, SO THE ABOVE LIMITATIONS MAY NOT APPLY.

D. GOVERNING LAW, LEGAL MATTERS, DISPUTES AND DISPUTE RESOLUTION.

1. Legal Rights Generally. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE. IF ANY OF THE TERMS OF THIS LIMITED WARRANTY ARE DECLARED VOID OR OTHERWISE UNENFORCEABLE BECAUSE OF INTERVENING FEDERAL, STATE OR LOCAL LAW, ALL OTHER WARRANTY TERMS WILL REMAIN IN EFFECT.

2. Governing Law. To the fullest extent permitted under applicable law, this Limited Warranty and any disputes arising out of this warranty shall be governed by the substantive laws of the **State of Georgia**, without regard to the conflicts of law principles of that state. Any dispute arising under or related to this Limited Warranty or any claim for breach of this Limited warranty shall be resolved as follows:

- a. **Notice to IPC.** In the event of any dispute concerning this Limited Warranty, IPC's performance hereunder, including any dispute about the quality of warranty repair(s) performed by an IPC authorized warranty facility, any prospective claimant must first notify IPC of the problem in writing via Certified Mail addressed to:

The International Pontoon Corporation
Attn: Warranty Disputes
303 Swett Ave.
Americus, GA, 31709

- b. **Binding Arbitration.** In the unlikely event that IPC and claimant are unable to resolve the dispute described in claimant's notice, the Parties agree that the dispute shall be resolved through binding arbitration which, unless otherwise agreed between the parties, shall occur in the State of Georgia. In the event a Court shall determine that any matter arising out of or related to this Limited Warranty is, for any reason, not subject to binding arbitration, the Parties agree that the exclusive venue for any court action in connection with this Limited Warranty shall be in the Superior Court for Sumter County, Georgia, or, if Federal jurisdiction exists, the United States District Court for the Middle District of Georgia.

E. MISCELLANEOUS.

- 1. **Acceptance of Limited Warranty Terms.** By accepting tender of delivery from an authorized IPC dealer, you consent to the terms of this Limited Warranty.
- 2. **Warranty Registration.** Your IPC dealer should have presented you with a Warranty Registration form at or about the time of your retail delivery. Upon receipt of this registration from the dealer, IPC will record the registration for warranty. No verification of registration will be sent to the purchaser. In the unlikely event IPC has not received a warranty registration for your vessel, your original buyer's order from the selling IPC dealer together with the boat's current registration may serve the same purpose. If you have questions about your warranty registration, you should email us at warranty@ipontoons.com
- 3. **Dealers May Not Bind IPC.** The dealer is not an agent of IPC. No dealer or any other person is authorized to make any warranty on IPC's behalf other than those expressly set forth herein.
- 4. **Repairs, Timing.** IPC will discharge its obligations under this warranty as rapidly as possible, but cannot guarantee any specified completion date(s) due to the different nature of claims that may be made and services that may be required. The cost of repair of the warranted item or replacement thereof shall also be limited to the rates and times approved by IPC at IPC's sole discretion whether or not published.

The Best Factory Warranty in Pontoon Boats.

We stand behind every boat we build. Every Pontoon that leaves our factory is warranted to be structurally sound and free from defects in materials and workmanship. IPC uses top of the line materials, cutting edge manufacturing methods, and the boating industry's finest components to deliver superior quality. IPC's promise to deliver greater durability, remarkable performance and unparalleled value is a pledge that we take very seriously. In order to maintain this promise, we stand by our product with a warranty that is unrivaled by competitors.

Buyer must mail Warranty Registration to:
International Pontoon Corporation
303 Swett Ave., Americus, GA, 31709

Buyer may also fax to
229-380-0656
or email us at
warranty@ipontoons.com



LEXINGTON

The International Pontoon Corporation
WARRANTY REGISTRATION

OWNER'S NAME _____

DATE OF PURCHASE _____ DEALERSHIP _____

MODEL _____ HIN _____

STREET ADDRESS _____ APT# _____

CITY _____ STATE _____ ZIP _____

E-MAIL _____

SIGNATURE



BUILT FOR THE WATERS AHEAD™