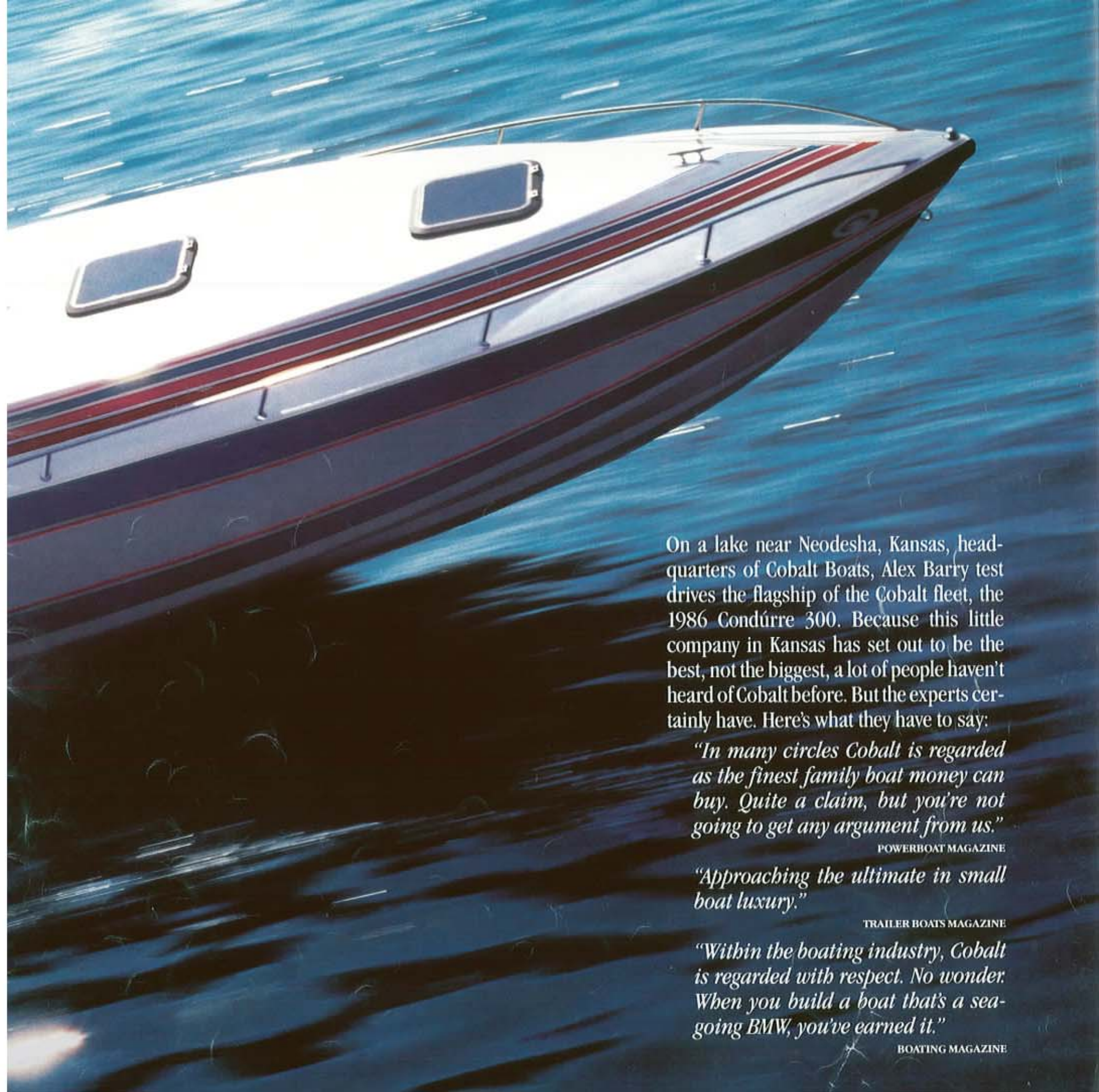


Have you heard
about the little
company in Kansas
that's building
the best
boats in the world?

The name is Cobalt.





On a lake near Neodesha, Kansas, headquarters of Cobalt Boats, Alex Barry test drives the flagship of the Cobalt fleet, the 1986 Concourse 300. Because this little company in Kansas has set out to be the best, not the biggest, a lot of people haven't heard of Cobalt before. But the experts certainly have. Here's what they have to say:

"In many circles Cobalt is regarded as the finest family boat money can buy. Quite a claim, but you're not going to get any argument from us."

POWERBOAT MAGAZINE

"Approaching the ultimate in small boat luxury."

TRAILER BOATS MAGAZINE

"Within the boating industry, Cobalt is regarded with respect. No wonder. When you build a boat that's a sea-going BMW, you've earned it."

BOATING MAGAZINE



COBALT BOATS



How America's foremost designer of powerboats found his way to Neodesha, Kansas. *That's Nee-Oh-Da-Shay.*

When Jim Wynne arrived at the airport in Tulsa, Oklahoma, in the winter of 1973, he asked a taxi driver if he would take him to Neodesha. The taxi driver, surprised, nonetheless complied.

Two and a half hours later, a surprised boat designer landed at the doorstep of the headquarters of Cobalt Boats. Neodesha, whose Indian name means "coming together of the waters," is *120 miles* north of Tulsa, in the picturesque greenbelt of eastern Kansas.

Waiting for him with a handshake and a smile, was Cobalt President, Pack St. Clair. "I called him originally," Pack remembers, "because we had heard he was the best."

Everyone in the industry had heard that about Jim Wynne. Although his Deep V hull designs were already becoming legend, Jim was and is widely regarded for dedicating his life to the pursuit of designing and racing boats; always looking for ways to improve them.

The M.I.T. graduate was once part of a three-man crew which took a 22-foot outboard cruiser across the Atlantic in 11 days. He has held eight world powerboat records and won the coveted World Offshore Cham-

LEFT: Cobalt President Pack St. Clair and marine architect Jim Wynne recall their first meeting in Neodesha. CENTER: The Deep V hull, noted for its seaworthiness, has become a Cobalt trademark.



pionships twice, in boats featuring his own Deep V hull design. It was the discovery of this new hull design in the late fifties that initially sent Jim's engineering and racing spirits soaring. So much so that by 1960, Jim was at the helm of a small 23-foot Deep V in the Miami to Nassau race. Against 26 bigger competitors, Jim finished second. Battling raging seas and winds, only 13 boats finished.

"That is the strength of the Deep V," Wynne observes, "handling, maneuverability, durability and performance...even on the ocean." Of course, if the Deep V could survive the rigors of the Atlantic, then its seaworthiness on landlocked lakes and rivers, is without question. This is why Deep V hulls have shaped all Cobalt Boats since 1974. And why Jim, Pack and the people of Cobalt have spent more than a decade transforming the ultimate racing hull into the ultimate pleasure boat hull for families to enjoy.

Boating experts would agree they have reached their objective, many calling Cobalt the best powerboats in the world. And to think it all began one cold Kansas night, when the two men first shook hands in Neodesha, after a two-and-a-half hour taxi ride from Tulsa...





Why does it take four times longer to build a Cobalt boat than most? Because 150 good Cobalt people build it by hand.

The story of how Cobalt boats are built is a magnificent one. For it is a story of fine craftspeople who have worked and grown at their trade for years right in Neodesha. It is about a family of people, deeply committed to excellence, who believe their purpose is to bring as much enjoyment as possible to their Cobalt owners.

There's really no better place to begin than with the making of the hull itself. And a Cobalt hull is certainly greater than the sum of the parts. Did you know, for example, many boat hulls are built in eight hours or less? In Neodesha, it takes three to five days. Much like fine wines which better please the palate after proper aging in their casks, Cobalt hulls are allowed to properly cure in their molds. This properly strengthens the hulls, which prevents warping. The result is a longer lasting, more beautiful finish.

After curing, each hull is weighed to verify the correct balance of resin to fiberglass. A significant variation would make the hull too brittle, or too flexible. The hull thickness is then measured with a sonic testing device in at least 50 places. A boat hull is only as


LEFT: Cobalt craftsman checks thickness of fiberglass in 50 places on each hull. TOP: Components like handrails are secured to aluminum plates installed under the deck. BELOW: A Cobalt mold is carefully examined to ensure the finished hull will be free of surface blemishes.



strong as its weakest point, and Cobalt craftsmen demand consistent hull thickness.

The hull is now ready to be subjected to the glare of the powerful lights in the Quality Control Room, where white-gloved inspectors scrutinize each hull for subtle blemishes the untrained eye would never notice. For that matter, everyone at Cobalt is involved in quality control. Anyone, at any time, who spots any defect—no matter how small—feels compelled to get it right.

On a Cobalt, though, many of the more important quality features you can't even see. Aluminum plates are strategically placed under the deck to provide metal surfaces to which handrails are secured. A Cobalt owner will never be caught standing at the dock, handrail in hand, as his boat drifts away, because the handrails were fastened only to fiberglass. Many components (like cabinet doors) are also double-fastened. If two pieces are glued together, they are also doweled, screwed or stapled as well...

This is only the beginning of the Cobalt story. To fully appreciate the difference, test drive other new boats. Then go for a ride in a Cobalt. Experience the difference for yourself... It's as if 150 craftsmen were right there with you... all the way... 



Very few store-bought parts can satisfy the need for the quality Cobalt craftsmen demand. So they custom-make nearly everything themselves, according to their own impeccable standards, using the finest materials money can buy.

If you were to take a tour of the Cobalt plant in Neodesha, you would find busy people going about their tasks—putting the finishing touches on teakwood cabinetry, double-stitching heavy-duty vinyl seats, using special machines to shape stainless steel into handrails...

But there's something that is hard to find at Cobalt: parts made by someone else, like you will find on the boats of the competition. There's no other way to say it: at Cobalt, accepting someone else's version of quality just won't fly.

Cabinetry and table tops are created from imported teak—Burmese teak—the finest money can buy. Its tighter grain better repels the elements. Custom-made handrails are one piece: they won't come apart at the seams because there aren't any. Most hardware is stainless steel to better

withstand the weather, reduce maintenance and to add value, quality and longer life. Wiring harnesses in a Cobalt are works of art. They are assembled using long, single strands of heavy gauge wire—without any butt splices. This significantly re-

LEFT: Custom, heavy-duty wiring harnesses reduce likelihood of electrical problems. TOP: Burmese teak in cabinetry—the finest available—better repels the elements. MIDDLE: Sturdy frames, made of aluminum rather than wood, are an integral part of Cobalt seats. BELOW: Fashioning one-piece handrails out of rust-resistant stainless steel.



duces the possibility of electrical problems, which means you won't be left high and dry. And all of the wiring passes through circuit breakers instead of fuses, which means you can reset any circuit instantly.

Instrument panels are shaped out of heavy, anodized aluminum and are flat black to reduce glare. Gauges are positioned to be easily read, and controls are conveniently located well within the driver's reach.

You will take special comfort in Cobalt seats. The frames are made of aluminum, rather than wood, providing longer life and better lateral support. The seats are constructed of multiple layers of foam—firmer layers on the inside, softer cushioning layers on the outside. These seats will retain their original shape for years. Further, you won't find low-grade furniture vinyl in a Cobalt. Instead, heavy-duty vinyl developed exclusively for marine use by Uniroyal effectively wards off the sun's harmful ultraviolet rays to resist fading.

Why do these hard-working Neodesha folks go to all these lengths to build their boats? Well, hopefully by now you start to get the picture. If a Rolls Royce could float, many might be tempted to call it a Cobalt.





Seventy-six percent of Cobalt owners used to have another brand of boat. What made so many jump ship? Among other things, the finest warranty program and the highest resale ranking in the industry.

When you're out on the water in your new Cobalt, there's no doubt about it: You're going to get more than a few admiring glances from experienced boaters. You see, people who have been around boating for years *do know* about Cobalt. And these same people aspire to own one. It's no secret that Cobalt boats do cost more than the average. But these same boaters also know that what they're getting with Cobalt is so far above average that it practically defies comparison. They know when you buy a Cobalt, *you're buying the best boat of its kind in the world.* For two years running, a leading boating publication named a Cobalt "Powerboat of the Year."

Ask around. See for yourself. Ask your dealer if he doesn't know of "used" Cobalts that have sold for as much as the original selling price—years later. Look in the classifieds in your newspaper and see how many used Cobalts you'll find. Because they're in demand, chances are there will only be a few or none at all.

You might also be surprised to find that many lenders are willing to make longer term loans because Cobalts hold their value longer. They have the highest resale ranking in

LEFT: Even the seats, which carry a two-year warranty against fading, are closely inspected. CENTER: Each new Cobalt is put through its paces in a water test tank before dealer delivery.




the entire boating industry.

Even the warranty at Cobalt is quite special. Cobalt offers a FIVE YEAR LIMITED WARRANTY on the hull and deck, and TWO FULL YEARS ON MANY COMPONENT PARTS.* This even includes two years protection on the seats against fading.

Is there any wonder Cobalt Boats are preferred by experienced boaters around the country? Whether you are experienced or not, we cordially invite you to try out a Cobalt for yourself. Perhaps we can save you the trouble now of having to jump ship later on...

Every Cobalt is B.I.A. approved and complies with Coast Guard regulations.

The Boating Industry Association is a National Trade Association serving all elements of the Recreational Boating Industry. Its members include manufacturers of all types of boating equipment—outboard and inboard boats, sailboats, marine engines, outboard motors, boat trailers, boating accessories and supplies.

B.I.A. certification means when you, as a boat owner, have this certification, you can be assured that lighting, ventilation, steering, flotation, capacity, fuel system, horsepower rating and anything that will ensure your safety are within the rigid requirements of the Boating Industry Association. 

*See inside back cover for full warranty information.



 COBALT

This man will give you a brass plaque with your name on it, if you'll just tell him what you think of your new Cobalt.

When you purchase a new Cobalt, the company president will want to talk with you.

That's why, shortly after you buy it, you shouldn't be surprised when you receive a questionnaire in your mailbox with the return envelope directed to Mr. Pack St. Clair. Every questionnaire ends up on Pack's desk. And the desk of Cobalt's Customer Service Manager, Alex Barry. And the people in Quality Control, and...

Pack and everyone else at Cobalt want to know exactly how you feel about your new purchase. How your relationship is with your dealer. How you were treated by your salesperson. And how you like your new Cobalt!

Most of the time, the answers are so complimentary, it's almost embarrassing. "Cobalt is the Rolls Royce of Boats..." "Never owned a boat like this before..."

"I can assure you," Pack suggests softly, "we have a lot of *very* satisfied Cobalt owners."

When you're not interested in becoming the biggest boat company, just the best, satisfied customers mean everything. Inherent in this satisfaction is building boats

LEFT: Cobalt President Pack St. Clair stands behind each new Cobalt. TOP: Questionnaires go to all new Cobalt owners to verify their complete satisfaction with our product. BELOW: Brass plaque with your name on it is Cobalt's way of saying thank you.




of the absolute highest quality.

But every now and again a problem will occur. And Cobalt will spring into action. Immediately. Cobalt has built 14,300 boats since the company began in 1970. And they have detailed records on all of them. Cobalt knows what color the seats are, which engine is on your boat, which paneling and instrumentation. Major components on a Cobalt carry a serial number which matches the serial number on the hull. Should your boat ever need a part your dealer doesn't have, the part can be shipped to your dealer quickly.

It's all part of the nationwide customer service program Cobalt has designed to support dealers and keep their owners happy. This program is strengthened even more by factory-trained service technicians, whom you will find at Cobalt dealerships. After all, the most important business principle for Pack and everyone else is keeping you—the Cobalt owner—happy.

Once you send in your questionnaire, he'll send you back a brass plaque with your name on it, for mounting on the dashboard of your new Cobalt.

It's Pack's way of saying thank you. And welcome to the Cobalt family. 



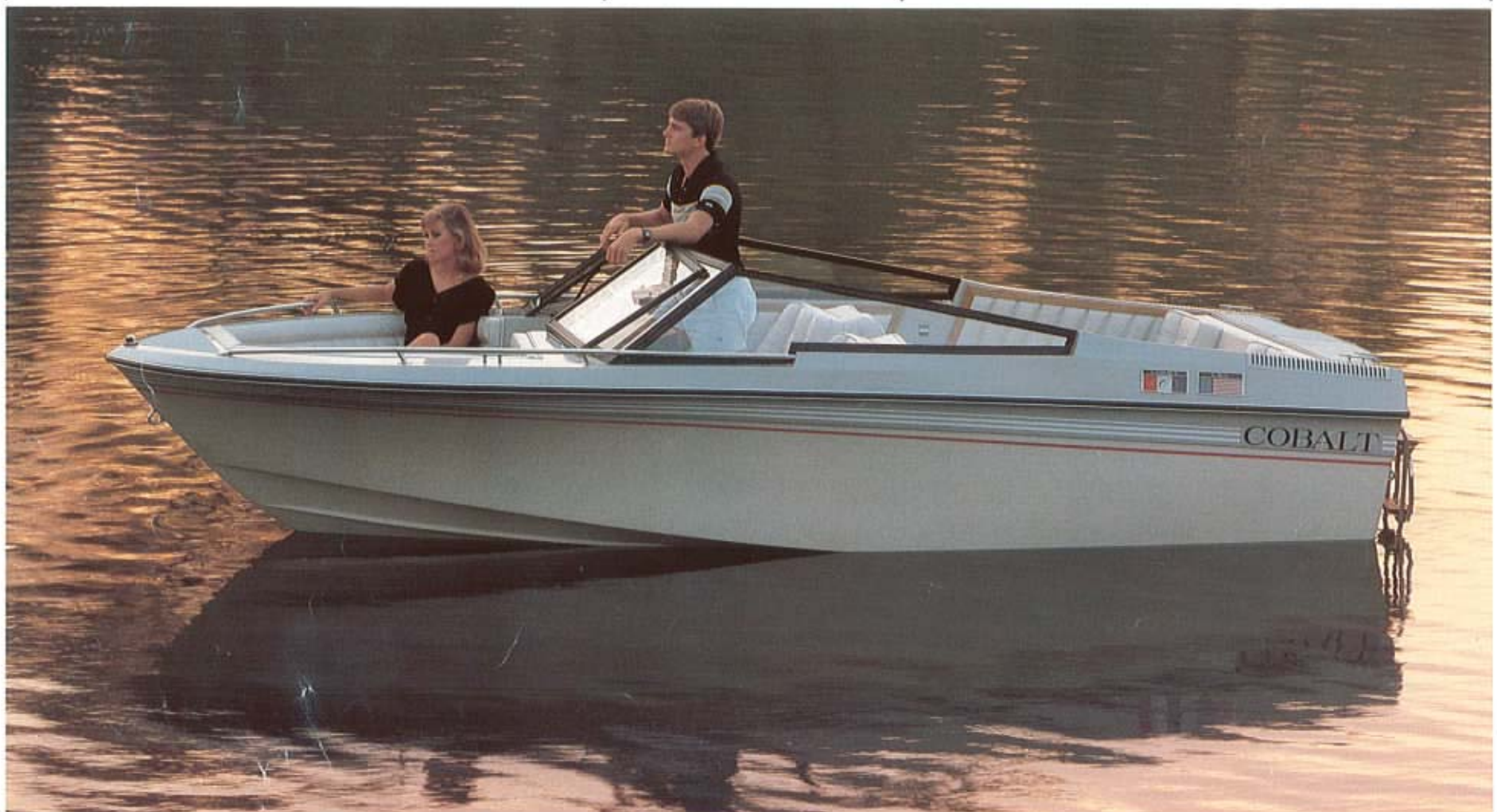
17BR. This new 17' Bowrider could well be your first opportunity to experience real Cobalt quality at a truly affordable price. The 17' BR features Jim Wynne's latest double deadrise Deep V Hull which planes quicker, while handling choppy waters easily. Features include a totally handlaid fiberglass hull with

	SINGLE ENGINE	BEAM	88½"
HULL DESIGN	DV20°	DRAFT (DRIVE UP)	17"
CENTERLINE	17'	FREEBOARD FWD	34"

*Introducing
the new
1986 Cobalt
17' Bowrider.*

double sidewall construction, aluminum instrument panel with circuit breakers, and full instrumentation including clock and hour meter. There's ample storage for water skis and storage under the bow seat. Back-to-back seats fold out into a lounge seat...

FREEBOARD AFT	27"	FUEL CAPACITY	51 GAL.
TRANSOM HEIGHT	44"	POWER SELECTIONS	CYL/CU. IN.
AVERAGE WEIGHT	2475	185 MER	V-6 262





18DV. With two spacious seating plans to choose from, the 18DV is the perfect family pleasure craft. For added seaworthiness, the 18DV offers the deepest V hull of any runabout on the market today. Its open bow offers added roominess and functional utility space. You can choose

	SINGLE ENGINE	FREEBOARD FWD	30"
HULL DESIGN	DV24"	FREEBOARD AFT	27"
CENTERLINE	18' 2"	TRANSOM HEIGHT	36"
BEAM	88 1/2"	AVERAGE WEIGHT	2700
DRAFT (DRIVE UP)	17 1/2"	FUEL CAPACITY	38 GAL.

"The people at Cobalt take a great deal of pride in their work, and it shows in the finished product."

TRAILER BOATS MAGAZINE

from a V-6 or V-8 power plant. The two seating plans include the standard with sleeper/fold-down seats and jump seats on both sides of the motor box or optional sundeck interior with captain's chairs, full width bench seat and sun pad on the stern.

POWER SELECTIONS	CYL/CU. IN.	230 MER	V-8 305
175 OMC	V-6 262	230 OMC	V-8 305
185 MER	V-6 262	260 MER	V-8 350
205 MER	V-6 262	260 OMC	V-8 350
205 OMC	V-6 262		





19BR. This sleek bowrider, with an exceptionally Deep V hull design can outmaneuver practically anything on water, whether you're skiing or cruising just for the fun of it. It's available in two convenient seating configurations: standard or sundeck.

	SINGLE ENGINE	DRAFT (DRIVE UP)	17"
HULL DESIGN	DV24"	FREEBOARD FWD	30"
CENTERLINE	19'0"	FREEBOARD AFT	27"
BEAM	91"	TRANSOM HEIGHT	40"

"It takes a real connoisseur of power boats to genuinely appreciate the worth of Cobalt Boats."

POWERBOAT MAGAZINE

Standard features include: carpeted floor ski storage, steel yoke stress-reliever, welded stainless steel rails, aluminum plate-seated hardware, concealed trash receptacle, and teak table over the motor box.

AVERAGE WEIGHT	2850	230 OMC	V-8 305
FUEL CAPACITY	48 GAL.	260 MER	V-8 350
POWER SELECTIONS	CYL./CU. IN.	260 OMC	V-8 350
230 MER	V-8 305		





2IBR. The 21' Bowrider, one of the newer members of the Cobalt family, is one of our most popular models. This Deep V open-bow beauty features renowned naval architect Jim Wynne's Deep V hull design and a full portfolio of features... There's maximum seating and storage, custom built-ins for skis

	SINGLE ENGINE	DRAFT (DRIVE UP)	1"
HULL DESIGN	DV 20°	FREEBOARD FWD	38"
CENTERLINE	21' 1"	FREEBOARD AFT	35"
BEAM	96"	TRANSOM HEIGHT	42"

"Everything is first class... this boat is clearly in the Mercedes league."

BOATING MAGAZINE

and equipment, teak, and anodized aluminum appointments. Two choices of seating configurations, welded steel handrails, and plenty of power to spare. There's so much to appreciate on the 21BR, you must experience it for yourself. Ask your dealer for a test ride!

AVERAGE WEIGHT	3600	230 OMC	V-8 305
FUEL CAPACITY	60 GAL.	260 MER	V-8 350
POWER SELECTIONS	CYL./CU. IN.	260 OMC	V-8 350
230 MER	V-8 305		





21 Cuddy. The 21 Cuddy, which comfortably sleeps four, has become a Cobalt classic that you and your family can take just about anywhere . . . not only because of the incomparable good looks, but also because of the Wynne-designed Deep V hull that brings new meaning to the term "seaworthiness." The back

	SINGLE ENGINE	DRAFT (DRIVE UP)	17"
HULL DESIGN	DV20"	FREEBOARD FWD	38"
CENTERLINE	21'1"	FREEBOARD AFT	35"
BEAM	96"	TRANSOM HEIGHT	42"

Powerboat Magazine's
"1985 Full-Size
Boat of
the Year."

POWERBOAT MAGAZINE

bench folds down into a sleeper. There's ample storage hidden beneath the expansive lounge seating area, louvered teak doors with fitted insect screens, lighted control panel, lighted cabin interior and engine area, handmade convertible top, aluminum dash panel, and optional stereo.

AVERAGE WEIGHT	5700	230 OMC	V-8 305
FUEL CAPACITY	60 GAL.	260 MER	V-8 350
POWER SELECTIONS	CYL/CL./IN.	260 OMC	V-8 350
230 MER	V-8 305		





23 *Condesa*. This ultimate Cuddy Cabin is a sleek and elegant crown jewel on the water. There's effortless power steering, louvered teak doors; spacious, watertight deck hatch, padded ski rack that slides to the back of the transom, and handcrafted con-

	SINGLE ENGINE	TWIN ENGINE
HULL DESIGN	DV24"	DV24"
CENTERLINE	22'7"	22'7"
BEAM	96"	96"
DRAFT (DRIVE UP)	18"	21"
FREEBOARD FWD	42"	44"
FREEBOARD AFT	39"	37"
TRANSOM HEIGHT	48"	48"
AVERAGE WEIGHT	4200	5200
FUEL CAPACITY	98 GAL.	98 GAL.

"When it comes to entertaining, the layout is probably better than your living room..."

BOATING MAGAZINE

vertible top. Big-V berths with plush interior are standard. The cabin is easily accessible through the companionway or easy-open pass-through. There's a port-side cabinet with a fold-out refreshment counter, and a fold-out aft lounge seat, two large insulated ice chests, and...

	SINGLE ENGINE	TWIN ENGINE
POWER SELECTIONS	CYL./CU. IN.	CYL./CU. IN.
175 OMC	N/A	V-6 262
185 MER	N/A	V-6 262
190 MER	N/A	4-224
205 MER	N/A	V-6 262
205 OMC	N/A	V-6 262
230 MER	N/A	V-8 305
230 OMC	N/A	V-8 305
260 MER	V-8 350	V-8 350
260 OMC	V-8 350	V-8 350





CS23. It is truly a remarkable 23-footer with compelling stature on any body of water. Some of its more telling features: Cuddy Cabin with V-berth and storage shelves, louvered teak doors with insect screens, port hanging locker, large cockpit, power steering, fold-down rear seat that con-

	SINGLE ENGINE	TWIN ENGINE
HULL DESIGN	DV24*	DV24*
CENTERLINE	22'7"	22'7"
BEAM	96"	96"
DRAFT (DRIVE UP)	17½"	20½"
FREEBOARD FWD	35"	36"
FREEBOARD AFT	35"	32"
TRANSOM HEIGHT	48"	48"
AVERAGE WEIGHT	3900	4900
FUEL CAPACITY	71 GAL.	71 GAL.

"There's a host of 23-footers on the market, but none match the Cobalt CS-23."

POWERBOAT MAGAZINE

verts to extra berth or lounge. There is top storage and footrest, teak walkways, welded stainless steel bow rails, and full instrumentation. The stately Cobalt for the uncompromising boating family, the CS23 is something you must experience!

	SINGLE ENGINE	TWIN ENGINE
POWER SELECTIONS	CYL./CU. IN.	CYL./CU. IN.
175 OMC	N/A	V-6 262
185 MER	N/A	V-6 262
190 MER	N/A	4-224
205 MER	N/A	V-6 262
205 OMC	N/A	V-6 262
230 MER	N/A	V-8 305
230 OMC	N/A	V-8 305
260 MER	V-8 350	V-8 350
260 OMC	V-8 350	V-8 350





Condurre 223. The styling is magical if not European . . . with its long, sleek deck, luxurious sundeck interior, molded-in swim platform, and . . . Jim Wynne's stunning new Deep V double deadrise design . . . The new Condurre 223 is form and function at its finest with custom bucket seats, Cuddy Cabin with 7-foot-plus V-berths (and matching pillows),

*Introducing
the new
1986 Cobalt
Condurre
223.*

hanging locker and deck hatch. Thru-transom exhausts are standard as is ski storage under the rear bench seat . . . Here is performance, power, design, and Cobalt's unequalled quality. Once you take the Condurre 223 for a spin, there's one thing we can promise you: You'll never feel the same about boating again.

	SINGLE ENGINE	DRAFT (DRIVE UP)	17"
HULL DESIGN	DV20°	FREEBOARD FWD	35"
CENTERLINE	22'3"	FREEBOARD AFT	24"
BEAM	96"	TRANSOM HEIGHT	40"

AVERAGE WEIGHT	3225	POWER SELECTIONS	CYL/CU. IN.
FUEL CAPACITY	41 GAL.	260 MER	V-8 350
		260 OMC	V-8 350



SWANNOCK PAD COVER 220859
 Vinyl Piping 240819 (Put in color)
 For M/BEX



Condürre 269. Here is refined offshore performance taken to the ultimate; the exceptional new Condürre 269 from Cobalt. With twin 260 hp. engines, and an extra Deep V hull, the Condürre 269 can tackle the roughest waters with ease. We offer standard: high-performance drop-out bolster seats, mid-cabin

	TWIN ENGINE	DRAFT (DRIVE UP)	30"
HULL DESIGN	DV26"	FREEBOARD FWD	46"
CENTERLINE	26'9"	FREEBOARD AFT	32"
BEAM	96"	TRANSOM HEIGHT	60"

*Introducing
 the new
 1986 Cobalt
 Condürre
 269.*

lounge area, V-berths with matching pillows, lockable entry door to the Cuddy Cabin, full dual instrumentation with hour meters, special thru-transom exhaust system, and your choice of Imron™ paints for exterior graphics. The Cobalt Condürre 269 . . . Enter a new world of offshore performance excitement . . .

AVERAGE WEIGHT	6000	POWER SELECTIONS	CYL/CU IN.
FUEL CAPACITY	115 GAL.	260 MER	V-8 350
		260 OMC	V-8 350





Condurre 300. The Italian word Condurre means "to lead." And the Condurre 300 is certainly the leader in its class . . . in the world. The Condurre 300 exemplifies sheer power, performance and awe-inspiring design . . . making offshore boating an unparalleled experience . . . Some of the more luxurious Condurre 300 appointments: Big V-berths, fitted wet bar,

TWIN ENGINE	DV26"	FREEBOARD FWD	48"
HULL DESIGN	29'7"	FREEBOARD AFT	30"
CENTERLINE	96"	TRANSOM HEIGHT	60"
BEAM	52"	AVERAGE WEIGHT	7880
DRAFT (DRIVE UP)		FUEL CAPACITY	182 GAL.

"It will do what you ask with effortless grace, with considerable luxury and without bad habits."

BOATING MAGAZINE

louvered teak doors, custom cabinetry, entertainment center including stereo AM/FM radio and tape deck, innovative helm console with mechanical trim indicators for both stern drives and trim tabs, power steering, stand up or sit down seats . . . And this is only the beginning of the Condurre 300 . . . the leader in the world . . .

POWER SELECTIONS	CYL/CU.IN.	460 MER	V-8 482
330 MER	V-8 454	475 MER	V-8 454
370 MER	V-8 454		
400 MER	V-8 454		
440 MER	V-8 454		



Standard Features

17BR
18DV
19BR
21BR
21 CUDDY
23 CONDESA
CS23
CONDURRE 223
CONDURRE 269
CONDURRE 300

17BR
18DV
19BR
21BR
21 CUDDY
23 CONDESA
CS23
CONDURRE 223
CONDURRE 269
CONDURRE 300



Ski storage with teakwood door and power-assist cylinder.



Recliner/sleeper seats (18 & 19 models) fold down to 7' length.



Flat black, glare-proof instrument panel.



Motor box/jump seats utilized to raise from floor level with power assist cylinder for easy service access.

COMFORT GROUP

Color Matched Convertible Top
Tinted Windshield
Adjustable Drivers Seat
Convertible Stand-Up Drivers Seat
Teak Walk Through Doors
Lay Down Seats

CONVENIENCE GROUP

Full Instrumentation With Clock
Hour Meter
Trash Receptacle
Built-In Insulated Ice Chest
Large Capacity Fuel Tank
Teak Walk Around
Circuit Breakers
Gas Assist Cylinder For Ski Door and Motor Box
Power Engine Hatch
Wet Bar
Ski Storage
Porta-Potti

PERFORMANCE GROUP

Jim Wynne Deep V Hull Design
Power Trim
Power Steering
Performance Matched Power Combinations
Racing Trim Plates
Trim Plates

SERVICE GROUP

Large Engine Access
Heavy Duty Marine Battery
Special Formula Teak Oil
Stainless Steel Lifting Rings
Recessed Battery Box

	17BR	18DV	19BR	21BR	21 CUDDY	23 CONDESA	CS23	CONDURRE 223	CONDURRE 269	CONDURRE 300
Color Matched Convertible Top	*	*	*	*	*	*	*	*	*	*
Tinted Windshield	*	*	*	*	*	*	*	*	*	*
Adjustable Drivers Seat	*	*	*	*	*	*	*	*	*	*
Convertible Stand-Up Drivers Seat								*	*	*
Teak Walk Through Doors	*	*	*	*	*	*	*	*	*	*
Lay Down Seats	*	*	*	*	*	*	*	*	*	*
Full Instrumentation With Clock	*	*	*	*	*	*	*	*	*	*
Hour Meter	*	*	*	*	*	*	*	*	*	*
Trash Receptacle	*	*	*	*	*	*	*	*	*	*
Built-In Insulated Ice Chest	*	*	*	*	*	*	*	*	*	*
Large Capacity Fuel Tank	*	*	*	*	*	*	*	*	*	*
Teak Walk Around	*	*	*	*	*	*	*	*	*	*
Circuit Breakers	*	*	*	*	*	*	*	*	*	*
Gas Assist Cylinder For Ski Door and Motor Box	*	*	*	*	*	*	*	*	*	*
Power Engine Hatch	*	*	*	*	*	*	*	*	*	*
Wet Bar	*	*	*	*	*	*	*	*	*	*
Ski Storage	*	*	*	*	*	*	*	*	*	*
Porta-Potti	*	*	*	*	*	*	*	*	*	*
Jim Wynne Deep V Hull Design	*	*	*	*	*	*	*	*	*	*
Power Trim	*	*	*	*	*	*	*	*	*	*
Power Steering	*	*	*	*	*	*	*	*	*	*
Performance Matched Power Combinations	*	*	*	*	*	*	*	*	*	*
Racing Trim Plates	*	*	*	*	*	*	*	*	*	*
Trim Plates	*	*	*	*	*	*	*	*	*	*
Large Engine Access	*	*	*	*	*	*	*	*	*	*
Heavy Duty Marine Battery	*	*	*	*	*	*	*	*	*	*
Special Formula Teak Oil	*	*	*	*	*	*	*	*	*	*
Stainless Steel Lifting Rings	*	*	*	*	*	*	*	*	*	*
Recessed Battery Box	*	*	*	*	*	*	*	*	*	*

DURABILITY GROUP

Stainless All-Welded Rails and Boarding Ladders, Thru-Bolted
Stainless Steel Hardware and Fasteners
All Metal Instrument and Glove Box Panels
Double Side Wall Hull Construction
Steel Yoke in Walk-Thru Area

STORAGE GROUP

Carpeted Storage Area
Ski Rope Storage
Hide-Away Top Storage
Ski Storage Area
Hanging Storage

SAFETY GROUP

Glare-Proof Instrument Panel
Dual Horns
Single Trumpet Airhorn
Rudder Indicator
Bilge Blower
Bilge Pump with Automatic Switch
2000 GPH Bilge Pump with Automatic Switch
Fire Extinguisher
Halon Automatic Fire Extinguisher

	17BR	18DV	19BR	21BR	21 CUDDY	23 CONDESA	CS23	CONDURRE 223	CONDURRE 269	CONDURRE 300
Stainless All-Welded Rails and Boarding Ladders, Thru-Bolted	*	*	*	*	*	*	*	*	*	*
Stainless Steel Hardware and Fasteners	*	*	*	*	*	*	*	*	*	*
All Metal Instrument and Glove Box Panels	*	*	*	*	*	*	*	*	*	*
Double Side Wall Hull Construction	*	*	*	*	*	*	*	*	*	*
Steel Yoke in Walk-Thru Area	*	*	*	*	*	*	*	*	*	*
Carpeted Storage Area	*	*	*	*	*	*	*	*	*	*
Ski Rope Storage	*	*	*	*	*	*	*	*	*	*
Hide-Away Top Storage	*	*	*	*	*	*	*	*	*	*
Ski Storage Area	*	*	*	*	*	*	*	*	*	*
Hanging Storage	*	*	*	*	*	*	*	*	*	*
Glare-Proof Instrument Panel	*	*	*	*	*	*	*	*	*	*
Dual Horns	*	*	*	*	*	*	*	*	*	*
Single Trumpet Airhorn	*	*	*	*	*	*	*	*	*	*
Rudder Indicator	*	*	*	*	*	*	*	*	*	*
Bilge Blower	*	*	*	*	*	*	*	*	*	*
Bilge Pump with Automatic Switch	*	*	*	*	*	*	*	*	*	*
2000 GPH Bilge Pump with Automatic Switch	*	*	*	*	*	*	*	*	*	*
Fire Extinguisher	*	*	*	*	*	*	*	*	*	*
Halon Automatic Fire Extinguisher	*	*	*	*	*	*	*	*	*	*

Options

Condurre Interior

17BR
18DV
19BR
21BR
21 CUDDY
23 CONDESA
CS23
CONDURRE 225
CONDURRE 269
CONDURRE 300



Swim platforms available for all models (except Condurre 223). Finest teakwood planking, stainless steel framework, deluxe stainless steel mounting brackets.



Sundeck interior option.



Beautifully styled wet bar with crystal decanters and welded stainless steel ice chest and sink.

- | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM-FM Cassette With Power Antenna and Four Speakers | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Premium Sound System | | | | | | | | | | | | | | • |
| Swim Platform With Full Boarding Ladder | • | • | • | • | • | • | • | • | • | • | • | • | • | |
| Swim Platform Only | | | | | | | | | | | | | | • |
| Remote Control Spot-Floodlight | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Side Curtains | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Stern Curtain | | | | | | | | | | | | | | • |
| Camper Top | | | | | | | | | | | | | | • |
| Bimini Top | | | | | | | | | | | | | | • |
| Vista Cruiser Top | | | | | | | | | | | | | | • |
| Travel Mooring Cover | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Cockpit Tonneau Cover | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Large Compass | | | | | | | | | | | | | | • |
| Small Compass | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Gray Hull and Deck | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Beige Hull and Deck | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Driftwood Hull | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Docking Lights | | | | | | | | | | | | | | • |
| Stainless Prop Exchange | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Halon Fire Extinguisher | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Lowrance Depth Finder | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Windshield Wiper | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Dual Windshield Wipers | | | | | | | | | | | • | | | |
| Sundeck Interior | | | | | | | | | | | • | | | |
| Extra Battery & Switch | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Trim Tabs | | | | | | | | | | | | | | • |
| Bow Cushion Insert | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Bow Tonneau Cover | | • | • | • | | | | | | | | | | |
| Porta-Potti | | | | | | | | | | | | | | • |
| Dinette Table | | | | | | | | | | | | | | • |
| Wet Bar | | | | • | • | • | • | • | • | • | • | • | • | • |
| V Berth Insert | | | | | | | | | | | | | | • |
| Fiberglass Liner: With Bench Seat | | | | | | | | | | | | | | • |
| Fiberglass Liner: Without Bench Seat | | | | | | | | | | | | | | • |
| Snap-out Cockpit Carpet | | | | | | | | | | | | | | • |
| Lifting Rings | | | | | | | | | | | | | | • |



Elegant options include an entertainment center with premium sound system (stereo radio and tape deck standard).



Both interiors shown are of the Condurre 300. See your local Cobalt Dealer about additional features.

*Cobalt's
Coordinated
Color
Selections*

Vinyl

Rich-looking, extra heavy vinyl is made exclusively for marine use by Uniroyal with extra slipcoating to protect against scuffing and ultra-violet rays. Two years guarantee under normal use.

Carpet

The ultimate polypropylene marine carpet: Waterproof, rot and mildew resistant, colorfast with a rich, luxurious pile. Two year guarantee under normal use.

Stripes

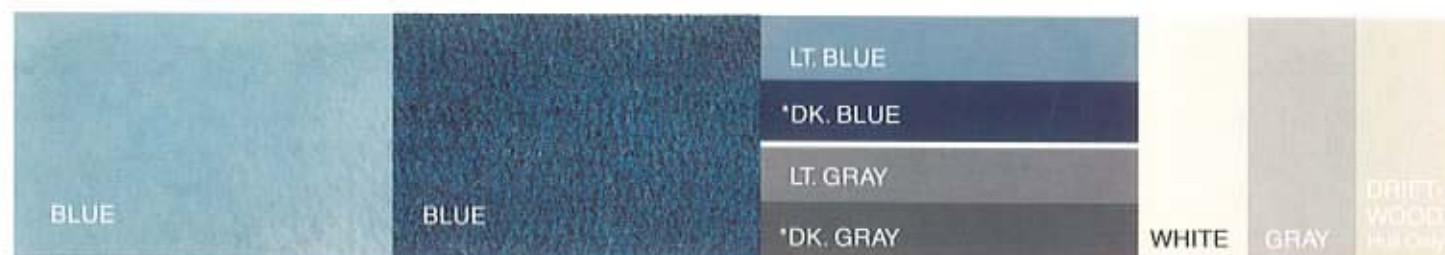
Twenty mil thick Gelcoat striping provides long lasting, high gloss accents for your Cobalt.

Finish:

Hull & Deck

The highest quality Gelcoat, formulated with Neopentyl glycol for optimum resistance to water and chemical agents. Twenty mil thick Gelcoat coating is your assurance of years of trouble-free maintenance and high gloss retention.

18DV
19BR
21BR
21CC
Condurre 223
Condesa
CS23



17BR
18DV
19BR
21BR
21CC
Condurre 223
Condesa
CS23



18DV
19BR
21BR
21CC
Condurre 223
Condesa
CS23



19DV
19BR
21BR
21CC
Condurre 223
Condesa
CS23



18DV
19BR
21BR
21CC
Condesa
CS23



Canvas Tops

Canvas tops are made from 100% acrylic fiber Army Duck canvas cover material. Each fiber is solution-dyed to lock in color. The fabric is breathable, fade and stain resistant, mildew and rot resistant. And of course, water repellent.



Optional Bow Tonneau

The Cobalt Warranty

Five year limited warranty on hull and deck, two year limited warranty on many component parts.

Cobalt Boats warrants, to the original retail purchaser only, the hull and deck of each new Cobalt Boat to be free from structural defects in material and workmanship under normal recommended use for a period of five (5) years from the date of delivery to the original retail purchaser.

Cobalt Boats warrants, to the original retail purchaser only, many component parts, other than the hull and deck, of each new Cobalt Boat to be free from structural defects in material and workmanship under normal recommended use for a period of two (2) years from date of delivery to the original retail purchaser.

This warranty does not apply to (1) engines, boat drives, controls, batteries, or other equipment or accessories manufactured by manufacturers other than Cobalt Boats, which are separately warranted by such other manufacturers (appropriate adjustments therefore being provided by their respective manufacturers); (2) Engines or accessories installed by others; (3) windshield leakage, upholstery damage, carpet damage and gelcoat damage; (4) the blistering of gelcoat finishes; and (5) any Cobalt Boat which has been altered, subjected to misuse, negligence or accident, or used for racing or commercial purposes.

Cobalt Boats shall not be liable for special or consequential damages, such as, but not limited to, damage for cost of replacement goods, or damages for claims of third parties against the purchaser, or damages for loss of profits.

During the applicable warranty period, as set forth above, warranty repairs will be made without charge by Cobalt Boats at its plant in Neodesha, Kansas, or, at the option of Cobalt Boats, by an authorized Cobalt Boats dealer, designated by Cobalt Boats. Transportation to and from the Cobalt Boats plant in Neodesha, Kansas, or to and from our authorized Cobalt Boats Dealer, designated by Cobalt Boats in connection with any such warranty repair, will be at the owner's expense. All warranty repairs will be subject to the authorization of factory-trained personnel of Cobalt Boats, whose decision will be final.

To validate this warranty, the warranty registration card must be returned to Cobalt Boats within ten (10) days after purchase by original retail purchaser. Notification of any warranty claim, arising within the applicable warranty period, as set forth above, must be made in writing by the original retail purchaser or by an authorized Cobalt Boats dealer to Cobalt Boats within thirty (30) days after the discovery of the alleged basis for any warranty claim.

In no event shall the liability of Cobalt Boats under this warranty exceed the purchase price of the specific item or items to which such warranty relates.

This warranty constitutes the only express warranty covering new Cobalt Boats. Any implied warranty, which may be determined to pertain to any component of a new Cobalt Boat, is limited to five (5) years on the hull and deck and limited to two (2) years on all other component parts covered by the express warranty, as set forth above, except in those states which have other limitations on the duration of an implied warranty.

This warranty gives the original retail purchaser specific rights and remedies. In addition, the original retail purchaser may also have other rights and remedies which vary from state to state.



BLUE



Standard Top



GRAY



Standard Top with Optional Side and Stern Curtains



Standard Top with Optional Camper Top and Side Curtains



BROWN



Optional Bimini Top



Optional Cockpit Tonneau Cover



RED



Optional Travel and Mooring Cover

Authorized Cobalt Dealer



P.O. Box 29, Neodesha, Kansas 66757 1-316-325-2653