37

COBALT BOATS

Owner's Manual

We Wish You Safe and Happy Boating!

Your Cobalt boat was built to meet or exceed all applicable boat building standards at the time of manufacture. Your Cobalt boat was inspected and certified prior to introduction, and periodic inspections of this model are conducted in-plant to ensure continued compliance. Cobalt is affiliated with the following organizations for your safety and pleasure.

The American Boat and Yacht Council, Inc. (ABYC) is an independent organization dedicated to developing and maintaining the highest level of marine equipment safety standards for U.S. boat manufacturers. Working closely with the U.S. Coast Guard (USCG) and other authorities, the ABYC reviews marine equipment and systems, including electrical systems, ventilation, steering, flotation, load capacity, fuel system and others that may have an impact on your safety.

The National Marine Manufacturers Association (NMMA) is an independent organization involved in a wide range of activities aimed toward the promotion and improvement of all aspects of boating. Members include manufacturers of boats, engines and marine equipment of all types.

One division of the NMMA provides an inspection and certification program to members. Inspections are performed to the rigid and detailed standards of the USCG and ABYC. Certification requires compliance with all applicable standards and recommendations.

TABLE OF CONTENTS

GENERAL INFORMATION

WELCOME 1-1
CERTIFICATE OF LIMITED WARRANTY 1-2
INTRODUCTION 1-4
- Intended Use 1-4
- Craft Design Category 1-4

OWNER RESPONSIBILITY/
- WARRANTY PROCEDURE 1-5
- Before Operating 1-5
- Warranty Service Requirements 1-5
- Extended Powertrain Warranty 1-5
- If You Sell Your Cobalt Yacht 1-5

CERTIFICATIONS 1-6
- NMMA 1-6
- MerCruiser 1-6
- Volvo Penta 1-6

FEATURES/CONSTRUCTION 1-6
- Amenities 1-6
- Construction Standards/Certifications 1-6
- Serial Number Locations 1-6

WARNING LABELS 1-7
PUBLICATIONS FOR ONBOARD SYSTEMS 1-9
NAUTICAL TERMS 1-9
SYMBOLS 1-12
SPECIFICATIONS 1-13
ALPHABETICAL INDEX 1-14

RESPONSIBILITIES AND SAFETY

OWNER/OPERATOR RESPONSIBILITIES 2-1
Registration/Documentation 2-1
Required Safety Equipment 2-2
Recommended Safety Equipment 2-2
Recommended Spare Parts 2-3
Education Opportunities 2-3
Insurance 2-3
BOAT THEORY 2-3
Engine Remote Control System 2-3
Steering System 2-3
Fuel System 2-4
Ventilation System 2-4
Electrical Systems 2-4
Cooling System 2-4
Exhaust System 2-4
Lubrication System 2-4
SEAWORTHINESS INSPECTION 2-5
OPERATION CHECKLIST 2-5
ENVIRONMENTAL CONSIDERATIONS 2-5
MARPOL Treaty 2-5
Fuel/Spillage 2-5
California Air Resource Board (CARB) Label 2-6
Emission Control Warranty Information 2-6
Proposition 65 2-6
Discharge/Disposal of Waste 2-6
Excessive Noise 2-7
Wake/Wash 2-7
Exhaust Emissions 2-7
Paints 2-7
Cleaning Agents 2-7
Fishery Resources 2-7
Foreign Species 2-8
COMPONENTS, MAINTENANCE AND REPAIRS 2-8
EMERGENCY CONSIDERATIONS 2-8
Fire 2-8
Flooding/Swamping 2-9
Collisions/Leaks 2-9
Grounding 2-9
Storms 2-9
Water Rescue (Man Overboard) 2-9
Medical Emergency 2-9
Drowning 2-9
Operation Failure 2-9
Distress Signals 2-10
Radio Communication 2-10

LIFESAVING EQUIPMENT 2-10
Personal Flotation Devices 2-10
Audible/Visual Distress Signals 2-11
Sea Anchors 2-12
Radar Reflectors 2-12
Life Raft 2-12
SAFETY 2-12
Signal Words/Definitions 2-12
General Safety 2-13
Water Sports Safety 2-19
Navigation 2-20
Aids to Navigation 2-23

OPERATING INFORMATION

PRECAUTIONS 3-1
Before You Start 3-1
Fire/Explosion 3-1
FIRST TIME OPERATION 3-1
FUEL 3-2
Gasoline Requirements 3-2
Fueling 3-2
LAUNCHING 3-3
Launching Checklist 3-3
On the Water 3-4
Boarding 3-4
Loading 3-4
Shipshape 3-4
GETTING UNDERWAY 3-5
Before Starting Checklist 3-5
Handling Dock and Mooring Lines 3-6
Starting/Shifting/Steering/Stopping 3-6
Basic Maneuvering 3-12
HELM AND INSTRUMENTATION 3-18
Additional Controls and Switches 3-21
STANDARD EQUIPMENT 3-22
OPTIONAL EQUIPMENT 3-24
CAPTAIN'S CHAIR ADJUSTMENTS AND OPERATION 3-26
SWIM PLATFORM/BOARDING LADDER 3-26
COCKPIT DINETTE TABLE 3-26
FOREDECK SUN PAD 3-26
CARBON MONOXIDE DETECTOR 3-27
SPOTLIGHT 3-27
SALON ACCESS DOOR 3-27
APPLIANCES 3-28
COCKPIT ICEMAKER 3-28
COCKPIT WET BAR 3-28

COCKPIT REFRIGERATOR 3-28
COCKPIT BBQ RANGE TOP 3-28
GALLEY STOVE 3-28
SALON REFRIGERATOR/FREEZER 3-28
MICROWAVE 3-28
TELEVISION AND ENTERTAINMENT SYSTEMS 3-29
CABIN ELECTRICAL DISTRIBUTION PANEL 3-30
ELECTRICAL 3-31
DC Electrical 3-31
AC Electrical 3-33
FRESH WATER 3-35
Water Level Indicator 3-36
WATER/HEATER TANK 3-36
HEAD SHOWER AND SINK 3-36
TRANSOM HOT/COLD SHOWER WASHDOWN 3-36
ENGINE ROOM WASHDOWN (OPTIONAL) 3-36
MARINE TOILET (HEAD) AND MACERATOR 3-36
HEATING, VENTILATION AND AIR CONDITIONING 3-38
COCKPIT ENCLOSURE 3-38
TIE DOWN LOCATIONS 3-38
ENGINE HATCH ASSEMBLY 3-39

SYSTEMS

INTRODUCTION 4-1
WATER SYSTEM 4-1
Water System 4-1
FIRE SUPPRESSION EQUIPMENT 4-2
ELECTRICAL SYSTEMS 4-2

INTERIOR/EXTERIOR CARE

VINYL INTERIOR AND UPHOLSTERY 5-1
Care and Cleaning of Vinyl 5-1
Special Cleaning Problems 5-1
CABINETRY AND WOOD 5-3
Cabinetry 5-3
Teak Swim Platform 5-3
Cedar 5-3
CARPET 5-3
DECK AND HULL 5-3
Cleaning Deck and Hull 5-3
Deck and Hull Care 5-4
STAINLESS STEEL AND CHROME 5-4
Preventive Steps 5-4
Cleaning Stainless Steel 5-4

CORROSION PROTECTION 5-5
CorrosionX 5-5
Topside 5-5
Inside the Bulkhead 5-5
Other Areas 5-5
Galvanic Corrosion 5-5
Saltwater 5-6
SUNBRELLA® CANVAS 5-6
Cleaning Canvas 5-6
Special Cleaning Problems 5-7
OTHER CANVAS COMPONENTS 5-7
Clear Vinyl “Strataglass” 5-7
Zippers 5-8
Snap Fasteners 5-8
WINDSHIELD 5-9
BILGE 5-9
MARINE GROWTH 5-9

MAINTENANCE AND TROUBLESHOOTING

SCHEDULED MAINTENANCE AND SERVICE 6-1
Maintenance Schedule 6-1
Break-In 6-2
Before Each Use 6-2
Every 50 Hours 6-2
Every 100 Hours 6-2
Monthly 6-2
Quarterly 6-3
UNSCHEDULED MAINTENANCE 6-3
Engine/Propulsion/Cooling System 6-3
Electrical System 6-3
Fuel System 6-3
Water System 6-3
LIFTING THE YACHT 6-4
Using Lifting Slings 6-4
Storage Cradle/Stands 6-4
STORAGE/WINTERIZATION 6-5
Reactivating the Yacht After Storage 6-5
TROUBLESHOOTING 6-6
Engine 6-7
Electrical 6-8
Plumbing 6-8

REFERENCE AND FORMS

OPERATION QUICK REFERENCE 7-1
- Before Launching 7-1
- Pre-Operation 7-1
- Starting Engines 7-2
- Casting Off 7-2
- During Operation 7-2
- Returning to Port 7-2
- Stopping the Engines 7-2
- After Yachting 7-2

SERVICE LOG 7-3

FUEL LOG 7-4

FLOAT PLAN 7-5

YACHT INFORMATION 7-6

GENERAL INFORMATION

WELCOME

Dear New Cobalt Owner,

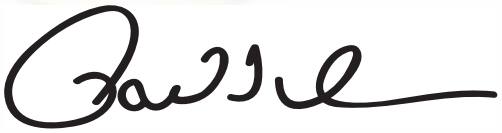
From all of us at the factory and from your authorized Cobalt dealer, thank you for purchasing a Cobalt yacht. We greatly appreciate your business and look forward to a long and enjoyable relationship with you as part of the Cobalt family.

This manual is designed to help you maximize the enjoyment of your Cobalt yacht, and to acquaint you with proper operation, care, storage and maintenance of your investment.

Even if you're a seasoned boater and have previously owned a Cobalt yacht, I recommend you take time to read through this Owner's manual. As you read this manual, please remember that "common sense" and "courtesy" are the most valuable traits you can have to fully enjoy safe yachting. It is also to your personal advantage to become well acquainted with the rules and general "know how" of yachting.

For service and for assistance, contact your authorized Cobalt dealer. The dealership staff will be happy to answer questions concerning maintenance, warranty or any other operational questions you may have about your Cobalt yacht.

All the best in yachting,



Pack St. Clair, Chairman and C.E.O.

CERTIFICATE OF LIMITED WARRANTY

Subject to the terms and conditions in this warranty, Fiberglass Engineering, Incorporated, a Kansas corporation doing business as Cobalt Boats ("Cobalt"), warrants to the original retail purchaser (and any subsequent owner) of a new Cobalt boat purchased from an authorized Cobalt dealer for personal, non-racing and non-commercial use ("Owner"), as follows:

Ten (10) Year Limited Transferable Warranty on Hull and Deck. Cobalt warrants that the hull and deck including floor, stringers, bulkheads, motor mounts, transom and deck/hull joints of a new Cobalt yacht are free from structural defects in material and manufacture under normal, non-racing and non-commercial use for a period of ten (10) years from the date of delivery to the original retail purchaser.

Two (2) Year Limited Transferable Warranty on Gelcoat Finish, Upholstery, Components Not Separately Warranted by the Manufacturer and All Components Manufactured by Cobalt Other Than the Hull and Deck. Cobalt warrants that the gelcoat finish, upholstery, components not separately warranted by the manufacturers thereof and all components manufactured by Cobalt with respect to a new Cobalt yacht are free from structural defects in material and manufacture under normal, non-racing and non-commercial use for a period of two (2) years from the date of delivery of such Cobalt yacht to the original retail purchaser.

THERE ARE NO EXPRESS WARRANTIES OTHER THAN THE ABOVE LIMITED EXPRESS WARRANTIES. IN THE EVENT ANY LAW DOES NOT PERMIT THE DISCLAIMER OF ANY IMPLIED WARRANTY, THEN IN NO EVENT SHALL ANY IMPLIED WARRANTIES, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE, EXTEND BEYOND THE DURATION OF THESE EXPRESS WRITTEN WARRANTIES.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

Exclusions. The above described limited warranties do not apply if such Cobalt yacht has been used at any time commercially, industrially, for racing or other competition or for revenue producing purposes, and also do not apply to: (1) engines, outdrives, propellers, controls, batteries, or other equipment or accessories which are separately warranted by the manufacturers thereof; (2) engines, outdrives, propellers, controls, trailers, equipment or accessories installed by persons or parties other than Cobalt or an authorized Cobalt dealer; (3) windshield leakage, rainwater leakage, windshield or window damage or breakage; (4) deterioration or damage, fading or shrinkage of upholstery, carpet or canvas; (5) damage related to the alteration or modification of such Cobalt yacht with any structurally affecting addition, component or accessory not specifically in accordance with Cobalt's specifications or offered as an option by Cobalt; (6) damage or deterioration of gelcoat or other surface finishes, vinyls, fabrics, steel and steel finishes; (7) damage or failures caused by operation of the Cobalt yacht outside of the maximum horsepower specifications recommended by Cobalt; (8) damage or failure related to repairs made by any service provider not approved by Cobalt; and (9) damage or failure related to alteration, modification, misuse, neglect, negligence, accident or failure to provide reasonable care and maintenance of such Cobalt yacht.

Remedies. During the applicable limited warranty period, as set forth above, covered warranty repairs shall be made without charge by an authorized Cobalt dealer or, at the option of Cobalt, by Cobalt at its plant in Vonore, Tennessee, or at a facility specifically authorized by Cobalt. All warranty repairs shall be subject to the authorization of factory-trained personnel of Cobalt, whose decision shall be final. Transportation to and from an authorized Cobalt dealer, and/or to and from the Cobalt plant in Vonore, Tennessee, for warranty repairs, shall be at Owner's expense. Repair of blisters, when authorized by Cobalt, are covered by this warranty, provided the original factory gelcoat surface has not been altered in any way.

The rights and benefits granted under the above described limited warranty extend to (1) the original retail purchaser of a new Cobalt yacht, and (2) any owner of such Cobalt yacht during the applicable warranty period, commencing with the date of delivery of such Cobalt yacht to the original retail purchaser provided that such limited warranty is validated by such subsequent owner, as set forth herein. **COBALT'S ONLY RESPONSIBILITY, AND THE OWNER'S ONLY REMEDY, IS REPAIR AS DESCRIBED IN THIS WARRANTY. COBALT SHALL NOT BE LIABLE FOR INCIDENTAL, CONSEQUENTIAL, INDIRECT OR SPECIAL DAMAGES.**

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other legal rights which vary from state to state.

How to obtain Warranty Service. To validate the above described limited warranty, (1) the original retail purchaser or authorized Cobalt dealer must complete and return the warranty registration card to Cobalt Yachts at 56 Excellence Way, Vonore, TN 37885, within ten (10) days after purchase of any new Cobalt yacht covered by such limited warranty, and (2) any subsequent owner of a Cobalt yacht during the applicable limited warranty period must give written notice of the acquisition of a Cobalt yacht to Cobalt within ten (10) days after such purchase. Notification of any warranty claim arising within the applicable warranty period, as set forth above, must be made in writing by the owner of such Cobalt yacht or by an authorized Cobalt dealer to Cobalt within thirty (30) days after the discovery of the alleged basis for any warranty claim.

INTRODUCTION

This manual was created following International Organization for Standards (ISO) 10240:2004 as a guideline. Not all information to conform to the standards set forth by ISO can be included in this manual without certain manufacturer's consent of the equipment included on your yacht.

This owner's manual contains information that is necessary to run the yacht properly, safety topics, and operation and maintenance hints.

Even if everything has been planned and designed for the safety of the yacht and its users, yachting is highly dependent on the weather conditions, the sea state, and the experience and physical shape of the crew, and one can never ensure full safety. It is your responsibility as the owner or user to know the yacht's equipment, its capabilities and the yacht's intended use.

The specific information on the operation of the equipment and systems your yacht is supplied with or fitted with should be supplied by that manufacturer. Read, understand and keep all the information supplied, and familiarize yourself and all users with the yacht before you put it into use.

All persons should wear a suitable life preserver/personal flotation device when on deck. In some countries it is a legal requirement to wear a suitable life preserver/personal flotation device that complies with those countries' regulations at all times.

⚠ WARNING

Avoid serious injury or death.

- **Children, disabled people and non-swimmers should wear a personal flotation device at all times. Children and non-swimmers need special instruction in the use of life preservers. Inform all passengers on the proper use of personal flotation devices and of the location of safety equipment, man overboard recovery equipment and the location and deployment of the ladder.**
- **Avoid contact with any running machinery moving parts, such as an engine, generator or propeller. Contact can result in loss of body parts, strangulation, burns and/or severe loss of blood. Keep all machinery guards in place when machinery is operating.**

Intended Use

Your Cobalt yacht is intended for use as a pleasure craft.

Craft Design Category

Significant Wave Height – is the mean height of the highest one-third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

OCEAN – Category A

Craft designed to operate in winds that may exceed wind Beaufort force 8 and in significant wave heights of 13' 1.44" (4 m) and above, and is largely self-sufficient. Abnormal conditions such as hurricanes are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore when unsheltered from the wind and waves for several hundred nautical miles.

OFFSHORE – Category B

Craft designed to operate in winds up to Beaufort force 8 and the associated wave heights and in significant wave heights up to 13' 1.44" (4 m). Such conditions may be encountered on offshore voyages of sufficient length, or on coastal waters when unsheltered from the wind and waves for several dozens of nautical miles. These conditions may also be experienced on inland seas of sufficient size for the wave height to be generated.

INSHORE – Category C

Craft designed to operate in winds up to Beaufort force 6 and the associated wave heights and significant wave heights up to 6' 6.7" (2 m). Such conditions may be encountered in exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

SHELTERED WATERS – Category D

Craft designed to operate in winds up to Beaufort force 4 and the associated wave heights (occasional maximum waves of 1' 7.7" [0,5 m] height). Such conditions may be encountered in sheltered inland waters, and in coastal waters in fine weather.

OWNER RESPONSIBILITY/ WARRANTY PROCEDURE

Before Operating

Before operating your new Cobalt yacht, it is necessary that you read and understand this manual. Also, take the time to read the other component manuals supplied to you in your owner's packet.

Warranty Service Requirements

All Cobalt warranty service must be completed by an authorized Cobalt dealer. If you are not able to return your yacht to your selling dealership, you must contact him so he may assist you in coordinating the warranty repairs. Any claims against Cobalt Boats without prior approval from Cobalt Boats on repairs completed by an unauthorized dealership may be denied.

Extended Powertrain Warranty

Your Cobalt warranty includes an Extended Limited Powertrain Warranty. Your dealer submitted the necessary forms to implement this warranty. Please read the extended warranty manual or contract for specific coverages located in your yacht ownership bag.

It is important you have your Cobalt yacht serviced per the engine manufacturer's recommended instructions. You must keep, in your possession, records of all service performed should the Extended Powertrain Warranty be needed. This is to prove the required maintenance has been performed. Be sure to collect receipts for work performed and make an entry in the Service Log in the back of this manual.

If you have any questions regarding your Extended Powertrain Warranty, please contact your authorized Cobalt dealer.

If You Sell Your Cobalt Yacht

Your warranties are transferable. If you sell your Cobalt yacht to anyone other than an authorized Cobalt dealer, please call Cobalt Yachts for the appropriate warranty transfer information (423-884-4100). If the proper transfer procedures are not followed, future warranty may be denied.

CERTIFICATIONS

NMMA

Cobalt Yachts is a member of the National Marine Manufacturers Association (NMMA). This independent organization's members include boat, engine and marine equipment manufacturers that are focused on the improvement and safety of boating.

Your new Cobalt yacht is NMMA certified. An NMMA certification not only satisfies the U.S. Coast Guard (USCG) regulations but also the more rigorous equipment and system standards based on those established by the American Boat and Yacht Council, Inc. (ABYC).Your Cobalt boat meets or exceeds NMMA safety-based certifications.

Cobalt Yachts has made a significant contribution to the boating industry by successfully completing the Mercury MerCruiser® propulsion-installation quality certification program and the Volvo Penta Certified OEM Program.

MerCruiser

The MerCruiser Program partners boat builders with MerCruiser to improve product quality and enhance boating-enthusiast satisfaction. The certification program is designed to review all facets of manufacturing and installation processes and to identify opportunities to implement Lean Six Sigma processes and training programs. Key areas of focus include assembly and component specifications, propulsion-installation processes and industry-standard end-of-line test procedures.

Volvo Penta

The Volvo Penta Program requires the boat builder commitment to follow the established training requirements, installation procedures and documentation processes throughout the engine installation and testing process. Ultimately, the goal of the program is to improve integrated product quality and customer satisfaction as well as to reduce warranty visits and costs.

FEATURES/CONSTRUCTION

Amenities

Your Cobalt yacht incorporates classic styling with the long, clean lines that have defined Cobalt design for over 40 years.

Performance features of the deck and hull include hand-laid reinforced Kevlar with an all-fiberglass stringer system and AME 1000 vinyl ester resins for superior strength, toughness and weight savings.

Construction Standards/Certifications

A Warranty Statement explaining terms and conditions is supplied in this section. Please familiarize yourself with this statement. Failure to follow operating instructions and proper maintenance can void the warranty.

Construction Standards detailing industry standards followed in building your Cobalt yacht are explained in this section. Please contact your authorized Cobalt dealer for additional construction information.

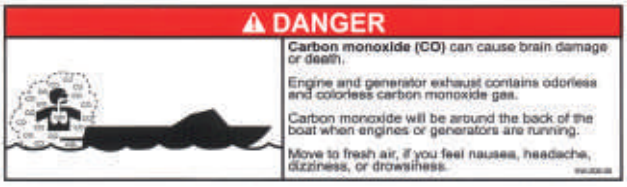
Serial Number Locations

Your Cobalt yacht, its engines and propulsion units, and other equipment onboard will have a serial number for identification. It is a good practice to prepare a list of all serial number items and store it in a safe place other than onboard the yacht. A page is supplied at the end of this manual for this purpose. Please refer to the equipment operator's manuals supplied in your owner's packet for location of serial numbers.

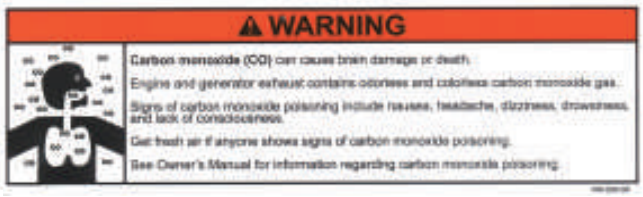
WARNING LABELS

The warning labels on your Cobalt yacht must remain legible. If a label is damaged or you suspect a label is missing, contact your authorized Cobalt dealer for immediate replacement.

There are several labels used to point out hazards. All of these labels shown may not be included on your yacht. The general location of the labels is as follows:



Transom of Boat



Helm

WARNING

Gasoline vapors can explode

Before starting engine:

- **Check engine compartment for gasoline or vapors.**
- **Operate blower for 4 minutes.**

Run blower below cruising speed

NMMA

Helm

⚠ DANGER

CARBON MONOXIDE IS COLORLESS, ODORLESS AND DANGEROUS. ALL GASOLINE POWERED ENGINES AND GENERATORS EXHAUST CARBON MONOXIDE (CO). DIRECT AND PROLONGED EXPOSURE TO CO WILL CAUSE BRAIN DAMAGE OR DEATH. SIGNS OF EXPOSURE TO CO INCLUDE NAUSEA, DIZZINESS AND DROWSINESS. Keep Cabin and cockpit Areas Well Ventilated. Avoid Blockage of Exhaust Outlets. See Owner's Manual for More Details.

Helm

⚠ WARNING

PROPELLER LOCATED BEHIND THIS BOAT. CONTACT MAY CAUSE SEVERE INJURY OR FATALITY. DO NOT APPROACH OR USE LADDER AND PLATFORM WHEN THE ENGINE IS RUNNING.

Transom of Boat

NMMA **WARNING** NMMA

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

© NMMA 1990/NO.200

Engine Compartment

⚠ WARNING

Carbon monoxide will cause brain damage or death.
Ventilation is not provided.
DO NOT OCCUPY THIS AREA AT-ANY TIME

Unvented Storage Areas

⚠ WARNING

DO NOT OCCUPY EXTENDED SWIM PLATFORM WHILE ENGINE IS RUNNING OR ENGAGED. PROPELLER CONTACT MAY CAUSE SEVERE INJURY OR FATALITY. ALL GASOLINE POWERED ENGINES PRODUCE CARBON MONOXIDE (CO). CO IS COLORLESS, ODORLESS, AND DANGEROUS. DIRECT AND PROLONGED EXPOSURE TO CO WILL CAUSE BRAIN DAMAGE OR DEATH.

Extended Swim Platform

⚠ WARNING

EXTENDED SWIM PLATFORM MUST BE ATTACHED WHILE BOAT IS IN USE TO AVOID POSSIBLE INJURY OR DROWNING. SWIM LADDER IS ATTACHED TO THE PLATFORM.

REMOVABLE FEATURE IS FOR BOAT STORAGE PURPOSES ONLY.

Extended Swim Platform

Hydraulic Swim Platform

⚠ WARNING

SUDDEN MOVEMENT OF BOAT CAN CAUSE LOSS OF BALANCE, FALL, OR EJECTION FROM BOAT. SEVERE OR FATAL INJURY MAY RESULT DO NOT OCCUPY THIS AREA WHILE THE BOAT IS UNDERWAY.

Aft Sun Pad

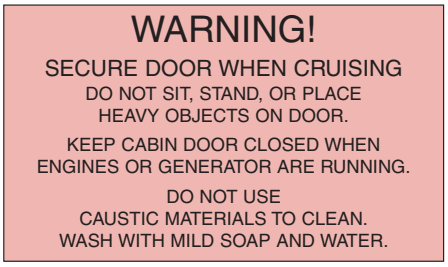
WARNING

AVOID OBSTRUCTION OF NAVIGATION LIGHTS AND POSSIBLE COLLISION. REMOVE CANVAS BEFORE USING NAVIGATION OR ANCHOR LIGHTS.

Navigation Light

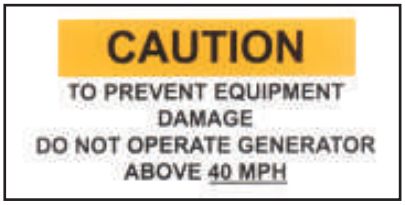
COB_0018_A

Transom of Boat



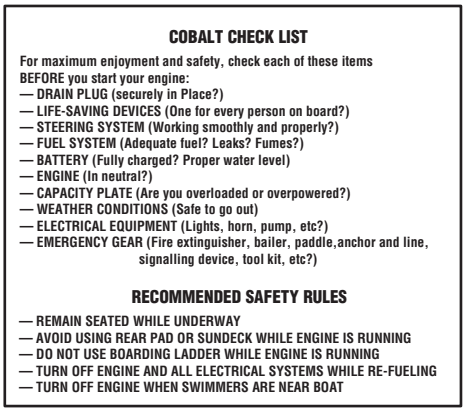
Cabin Door

Cabin Door



Engine Compartment, Generator

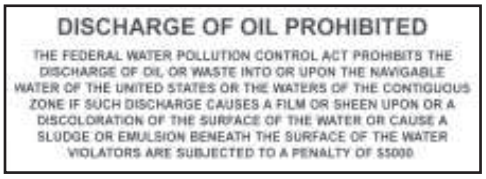
Shore Power Connection



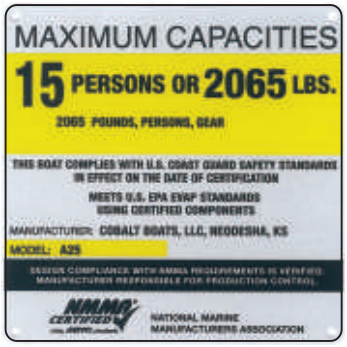
Helm

Walk-Through Door/Windshield

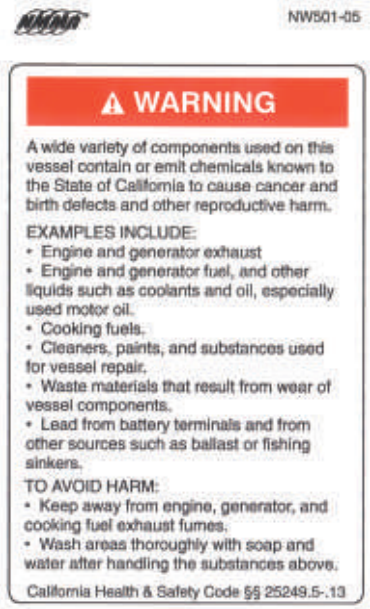
Above Hydraulic Swim Platform Switch



Engine Compartment



Helm



Helm (California Only)

COB_0019_A

PUBLICATIONS FOR ONBOARD SYSTEMS

Your owner's packet includes information about onboard systems and equipment furnished by suppliers other than Cobalt Boats. Please refer to these manufacturer's manuals for additional operation and maintenance instructions not covered in this manual.

NAUTICAL TERMS

ABOARD – On or in the yacht.

ABYC – American Boat and Yacht Council, Inc.

AFLOAT – On the water.

AFT – Toward the rear or stern of the yacht. Opposite of fore.

AGROUND – Touching bottom.

AMIDSHIP – Center or middle of the yacht.

ANCHOR – (1) An iron casting shaped to grip the lake bottom to hold the yacht. (2) The act of setting the anchor.

ASHORE – On the shore.

ASTERN – Toward the stern.

BAIL – To remove water from the bottom of the yacht with a pump, bucket, sponge, etc.

BEAM – The widest point on the yacht.

BEARING – Relative position or direction of an object from the yacht.

BILGE – The lowest interior section of the yacht hull.

BOARDING – To enter the yacht.

BOUNDARY WATERS – A body of water between two areas of jurisdiction; i.e., a river between two states.

BOW – The front of the yacht.

BULKHEAD – Vertical partition (wall) in a yacht.

BUNKS – Carpeted trailer hull supports.

BURDENED BOAT – Term for the boat that must "give-way" to boats with the right-of-way.

CAPACITY PLATE – A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.

CAPSIZE – To turn over.

CAST-OFF – To unfasten mooring lines in preparation for departure.

CENTER LINE – A lengthwise imaginary line which runs fore and aft with the keel of the yacht.

CHINE – The point on a yacht where the side intersects (meets) the bottom.

CLEAT – A deck fitting with ears to which lines are fastened.

CONSOLE – Also called helm. The steering wheel area of the yacht.

CRANKING BATTERY – The main battery used for engine starting and electrical circuits.

CURRENT – Water moving in a horizontal direction.

DECK – The open surface on the yacht where the passengers walk.

DEEP CYCLE BATTERIES – Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.

DOLLY WHEEL – A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.

DRAFT – The depth of the yacht below the waterline, measured vertically to the lowest part of the hull.

ELECTROLYSIS – The break-up of metals due to the effects of galvanic corrosion.

EPIRB – Emergency Position Indicating Radio Beacon.

FATHOM – Unit of depth or measure; 1 fathom equals 6 feet.

FENDERS – Objects placed alongside the yacht for cushioning. Sometimes called bumpers.

FORE – Toward the front or bow of the yacht. Opposite of aft.

FREEBOARD – The distance from the water to the gunwale.

FUEL SENDING UNIT – The electrical device that is mounted on the outside of a built-in fuel tank and controls the dashboard fuel gauge.

GIVE-WAY BOAT – (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations. (2) The burdened boat.

GUNWALE – The rail or upper edge of a yacht's side.

HEAD – A marine toilet.

HELM – The steering wheel or command area.

HULL – The body of the yacht.

HYPOTHERMIA – A physical condition where the body loses heat faster than it can produce it.

IN-LINE FUSE – A type of protective fuse located in the power wire of a direct current (DC) circuit usually near the battery.

KEEL – The lowest portion of the yacht; extends fore and aft along the bottom of the yacht.

LIST – Leaning or tilt of a yacht toward the side.

LOA – Length overall.

MAKING WAY – Making progress through the water.

MARINE CHART – Seagoing maps showing depths, buoys, navigation aids, etc.

MOORING – An anchor, chain, or similar device that holds a yacht in one location.

NAVIGATION AID – Recognizable objects on land or sea such as buoys, towers or lights which are used to fix position to identify safe and unsafe waters.

NMMA – National Marine Manufacturers Association.

NO-WAKE SPEED – The speed at which a yacht travels to produce an imperceptible wake.

PFD – Personal Flotation Device.

PITOT TUBE – See SPEEDOMETER PICKUP TUBE.

PLANING HULL – A hull designed to lift, thereby reducing friction and increasing efficiency.

PORPOISE – A condition in which the bow bounces up and down caused by trimming the engine too far out.

PORT – (1) The left side of a yacht when facing the bow. (2) A destination or harbor.

PRIVILEGED BOAT – Term used for the boat with the right-of-way.

RIGHT-OF-WAY – Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.

RULES OF THE ROAD – Regulations for preventing collisions on the water.

SPEEDOMETER PICKUP TUBE – Also called pitot tube. The plastic device that extends below the bottom of the yacht. It connects to the speedometer with plastic flexible tubing.

STAND ON BOAT – Term for the boat that must maintain course and speed in meeting or crossing situations. The privileged boat.

STARBOARD – The right side of the yacht when looking toward the bow.

STERN – The back of the yacht.

STOW – To pack the cargo.

SURGE BRAKES – A type of trailer braking system designed to automatically actuate when the tow vehicle brakes are applied.

TRANSDUCER – The unit that sends/receives signals for the depth sounder.

TRANSOM – The transverse beam across the stern.

TRIM – Fore to aft and side to side balance of the yacht when loaded.

UNDERWAY – Yacht in motion; i.e., not moored or anchored.

USCG – United States Coast Guard.

VISUAL DISTRESS SIGNAL – A device used to signal the need for assistance such as flags, lights and flares.

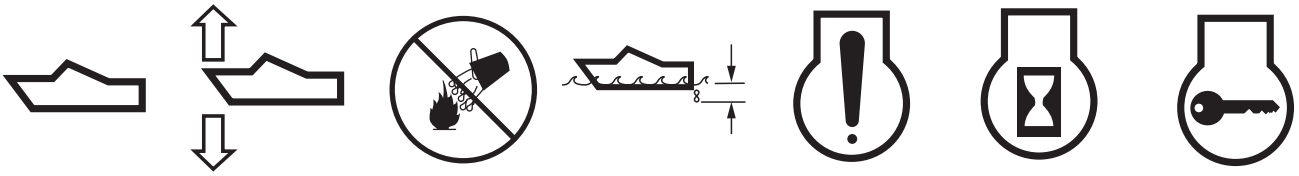
WAKE – The waves that a yacht leaves behind when moving through the water.

WATERWAY – A navigable body of water.

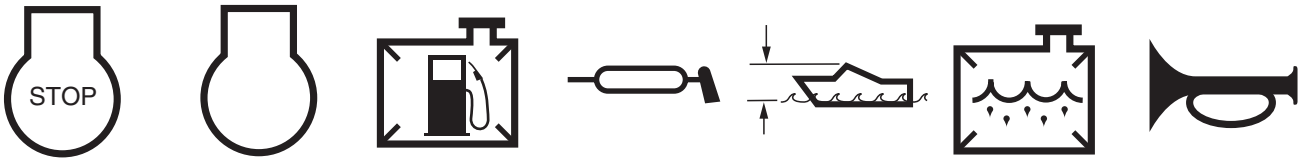
WINDLASS – An electric winch to raise the anchor.

SYMBOLS

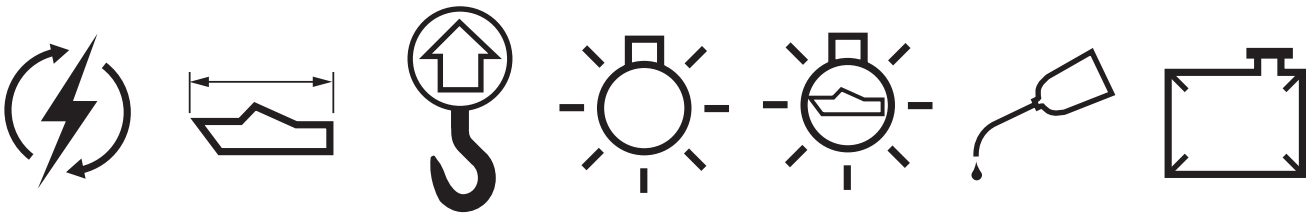
Light | Filter | Sling Point | Compass | Anchor Lights | Blower | Boat



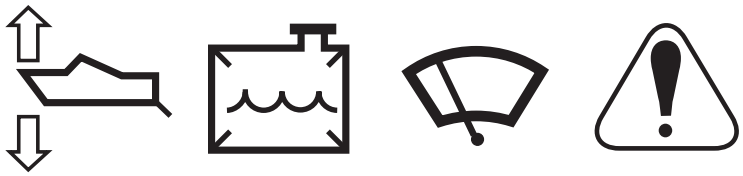
Boat Profile | Bow Trim | Do Not Use Water | Draft | Engine Caution | Engine Hour Meter | Engine Key



Engine Stop | Engine | Fuel Tank | Grease | Height Above Water | Holding Tank | Horn



Ignition Switch | Overall Length | Lift Point | Light | Navigation Lights | Oil | Tank



Trim Tabs | Water Tank | Windshield Wipers | Safety Alert Symbol

COB_0030_A

SPECIFICATIONS

Hull Length Overall (LOA)	37' 6" (11.43 m)
Beam Overall	12' 0" (3.66 m)
Height, Bridge Clearance (with Arch)	12’ 11” (3.94 m)
Draft (Drive Up)	29” (.74m)
Draft (Drive Down)	42” (1.07 m)
Deadrise Forward	37°
Deadrise Aft	18°
Dry Weight (can vary with optional equipment)	21,160 lbs (9,598 kg)
Capacity, Fuel	230 gal (871 L)
Capacity, Freshwater	50 gal (190 L)
Capacity, Waste	42 gal (159 L)
Capacity, Weight	Yacht Certified
Capacity, Persons	Yacht Certified

ALPHABETICAL INDEX

AC Electrical 3-33
Additional Controls and Switches 3-21
After Fueling: 3-3
After Yachting 7-2
After Yachting: 3-5
Aids to Navigation 2-23
Alphabetical Index 1-14
Amenities 1-6
Anchoring. 3-16
Appliances 3-28
Approaching a Mooring 3-12
Approaching a Slip. 3-12
Audible/Visual Distress Signals 2-11
Axius Propulsion System (Optional) 2-3
Axius Propulsion System Operation 3-5
Basic Maneuvering 3-12
Batteries. 3-31
Battery Charger 3-32
Battery Connections 3-31
Battery Switches 3-32
Before Each Use 6-2
Before Launching. 7-1
Before Operating 1-5
Before Starting Checklist 3-5
Before You Start 3-1
Bilge. 5-9
Boarding 3-4
Boat Theory 2-3
Break-In 6-2
Burdened Boats. 2-21
Cabin Electrical Distribution Panel. 3-30
Cabinetry and Wood 5-3
Cabinetry 5-3
California Air Resource Board (CARB) Label 2-6
Capacity. 2-13
Captain's Chair Adjustments and Operation. 3-26
Carbon Monoxide Detector 3-27
Carbon Monoxide Detectors, if equipped 3-6
Care and Cleaning of Vinyl 5-1
Carpet 5-3
Casting Off. 7-2
Cedar. 5-3
Certificate of Limited Warranty 1-2
Certifications 1-6
Cleaning Agents 2-7
Cleaning Canvas 5-6
Cleaning Deck and Hull 5-3
Cleaning Stainless Steel 5-4
Cleaning 5-8
Clear Vinyl "Strataglass". 5-7
Cobalt Check List 3-7
Cockpit BBQ Range Top 3-28
Cockpit Dinette Table 3-26
Cockpit Enclosure 3-38
Cockpit Icemaker 3-28
Cockpit Refrigerator 3-28
Cockpit Wet Bar 3-28
Collisions/Leaks 2-9
Components, Maintenance and Repairs 2-8
Construction Standards/Certifications 1-6
Cooling System 2-4
Corrosion Protection. 5-5
CorrosionX 5-5
Craft Design Category 1-4
Crossing Situation 2-21
Dark Stowage Areas 5-2
DC Electrical. 3-31
Deck and Hull Care 5-4
Deck and Hull. 5-3
Discharge of Oil 2-7
Discharge/Disposal of Waste 2-6
Distress Signals 2-10
Docking 3-11
Drowning 2-9
Drugs/Alcohol 2-15
During Operation 7-2
During Operation: 3-5
Education Opportunities 2-3
Electrical System 6-3
Electrical Systems 2-4
Electrical Systems 4-2
Electrical. 3-31
Electrical. 6-8
Emergency Considerations 2-8
Emission Control Warranty Information 2-6
Engine 6-7
Engine Hatch Assembly 3-39
Engine Remote Control System. 2-3
Engine Room Washdown (optional). 3-36
Engine/Propulsion/Cooling System 6-3
Environmental Considerations 2-5
Every 100 Hours. 6-2
Every 50 Hours. 6-2
Excessive Noise 2-7
Excessive Noise. 2-7
Exhaust Emissions 2-7

Exhaust System 2-4
Extended Powertrain Warranty 1-5
Features/Construction 1-6
Federal, State and Local Regulations 2-18
Fire Extinguisher 2-2
Fire Suppression Equipment 4-2
Fire 2-8
Fire/Explosion 3-1
First Time Operation 3-1
Fishery Resources 2-7
Float Plan 7-5
Flooding/Swamping 2-9
Foredeck Sun Pad 3-26
Foreign Species 2-8
Fresh Water 3-35
Fresh Water 6-3
Fuel Log 7-4
Fuel System 2-4
Fuel System 6-3
Fuel 3-2
Fuel/Spillage 2-5
Fueling 3-2
Galley Stove 3-28
Galvanic Corrosion 5-5
Gasoline Requirements 3-2
General Maintenance 5-7
General Safety 2-13
Generator 3-35
Getting Underway 3-5
Grounding 2-9
Handholds 2-13
Handling Dock and Mooring Lines 3-6
Head Shower and Sink 3-36
Heating, Ventilation and Air Conditioning . . . 3-38
Helm and Instrumentation 3-18
High Speed Operation 3-15
Horn or Whistle 2-2
If You Sell Your Cobalt Yacht 1-5
INSHORE – Category C 1-5
Inside the Bulkhead 5-5
Insurance 2-3
Intended Use 1-4
Introduction 1-4
Introduction 4-1
Isolated Danger Markers 2-26
Lateral Markers 2-24
Launching Checklist 3-3
Launching 3-3
Leather Care 5-2
Leaving 3-10
Life Raft 2-12
Lifesaving Devices 2-2
Lifesaving Equipment 2-10
Lifting the Yacht 6-4
Light Structures 2-26
Lighthouses 2-27
Load Distribution 3-13
Loading 2-13
Loading 3-4
Lowering 3-17
Lubrication System 2-4
Maintenance Schedule 6-1
Marine Growth 5-9
Marine Sanitation 2-7
Marine Toilet (Head) and Macerator 3-36
MARPOL Treaty 2-5
Medical Emergency 2-9
Meeting Head-On 2-22
MerCruiser 1-6
Microwave 3-28
Minor Lights 2-26
Monthly 6-2
Mooring Buoys 2-23
Nautical Terms 1-9
Navigation 2-20
Navigation Lights 2-2
NMMA 1-6
OCEAN – Category A 1-4
OFFSHORE – Category B 1-5
On the Water 3-4
Operating Conditions 2-14
Operation Checklist 2-5
Operation Failure 2-9
Operation Quick Reference 7-1
Optional Equipment 3-24
Other Areas 5-5
Other Canvas Components 5-7
Overtaking 2-22
Owner Responsibility/Warranty Procedure . . . 1-5
Owner/Operator Responsibilities 2-1
Paints 2-7
Passengers 2-15
Personal Flotation Devices 2-10
Platform Dragging (“Teak Surfing”) 2-19
Plumbing 6-8
Precautions 3-1
Pre-Operation 7-1
Pre-Operation: 3-5
Preventive Steps 5-4
Privileged Boats 2-21

Proposition 65 2-6
Publications for Onboard Systems 1-9
Qualified Boat Operators 2-18
Quarterly 6-3
Radar Reflectors 2-12
Radio Communication 2-10
Range Lights 2-27
Reactivating the Yacht After Storage. 6-5
Recommended Cleaning Solutions for PreFixx-Coated Nautolex Vinyls 5-2
Recommended Safety Equipment 2-2
Recommended Spare Parts 2-3
Registration/Documentation 2-1
Regulatory Markers 2-23
Rendering Assistance 2-18
Reporting Accidents. 2-18
Required Safety Equipment 2-2
Returning to Port 7-2
Returning 3-10
Rules of the Road/Sound Signals 2-20
Safety 2-12
Safety While Boating 2-18
Salon Access Door 3-27
Salon Refrigerator/Freezer 3-28
Saltwater 5-6
Scheduled Maintenance and Service 6-1
Sea Anchors 2-12
Seating. 2-13
Seaworthiness Inspection 2-5
Serial Number Locations 1-6
Service Log 7-3
Setting 3-17
SHELTERED WATERS – Category D. 1-5
Shifting/Running 3-7
Shipshape 3-4
Shore Power Connection. 3-33
Signal Words/Definitions 2-12
Skill/Experience 2-15
Skyhook Navigation System (Optional) 2-3
Slow Speed Operation. 3-15
Snap Fasteners 5-8
Solid Waste Disposal. 2-7
Special Cleaning Problems 5-1
Special Cleaning Problems 5-7
Special Situations 2-22
Specifications. 1-13
Spotlight. 3-27
Stainless Steel and Chrome 5-4
Standard Equipment 3-22
Starting Engines 7-2
Starting the Engines 3-7
Starting/Shifting/Steering/Stopping 3-6
Steering System 2-3
Steering Wheel. 2-3
Steering 3-7
Step 1 Cleaners 5-1
Step 2 Cleaners 5-1
Step 3 Cleaners 5-2
Stopping the Engines 3-10
Stopping the Engines 7-2
Storage Cradle/Stands 6-4
Storage/Winterization 6-5
Storms 2-9
Sunbrella® Canvas. 5-6
Swim Platform/Boarding Ladder. 3-26
Symbols 1-12
Teak Swim Platform 5-3
Techniques. 3-12
Television and Entertainment Systems 3-29
Tie Down Locations 3-38
Topside. 5-5
Towing 3-17
Transom Hot/Cold Shower Washdown 3-36
Trim Tabs 3-14
Trim 3-13
Troubleshooting 6-6
Twin-Engine Operation. 3-15
Types of Buoys. 2-23
Unscheduled Maintenance. 6-3
Using Lifting Slings. 6-4
Ventilation System 2-4
Ventilation. 2-15
Vinyl Interior and Upholstery 5-1
Visibility 2-15
Visual Distress Signals 2-2
Volvo Penta 1-6
Wake/Wash 2-7
Warning Labels 1-7
Warning Markers 2-28
Warranty Service Requirements 1-5
Waste Water. 6-4
Water Level Indicator 3-36
Water Rescue (Man Overboard) 2-9
Water Sports Safety 2-19
Water System. 4-1
Water System. 4-1
Water System. 6-3
Water/Heater Tank. 3-36
Weather/Seas. 2-14
Weighing 3-17

Welcome 1-1
When Fueling: 3-3
Whistle/Horn Signals 2-21
Windshield 5-9
Yacht Information. 7-6
Zippers. 5-8

NOTES

RESPONSIBILITIES AND SAFETY

Your safety, the safety of your passengers, and other boaters are among your responsibilities as operator of this yacht. Your yacht must be in compliance with U.S. Coast Guard (USCG) safety equipment regulations. You should know how to react correctly to adverse weather conditions, have good navigation skills and follow the “Rules of the Road” as defined by the USCG and state/county/local regulations.

OWNER/OPERATOR RESPONSIBILITIES

At the time of delivery, the owner/operator is responsible for:

- Understanding warranty terms and conditions of the propulsion unit systems and yacht.
- Obtaining insurance.
- Examining yacht to ensure proper operation of all systems.

Before operating the yacht, the owner/operator is responsible for:

- Obtaining state registration of the yacht.
- Providing the proper USCG required safety equipment.
- Following proper break-in procedure for the propulsion units.
- Understanding safety information and proper operating procedures within this manual.

While operating the yacht, the owner/operator is responsible for:

- Knowing that all safety equipment and personal flotation devices are in good condition and suitable for your yacht and passenger load.
- Having at least one other passenger who is capable of handling the yacht in an emergency.
- Following safe operating practices and the rules of the road.
- Understanding proper maintenance and knowledge of the operating systems of this yacht.
- Providing safety training for the passengers.
- Avoiding use of alcohol and other drugs.
- Providing assistance to other boaters.

Registration/Documentation

The USCG requires that all power boats operated on the navigable waters of the U.S. must be registered in the state of main use; also, many states require registration in that state whenever boating on waters within their state boundary. Contact your state boating authorities (and neighboring states) for registration information on boats and trailers.

Your authorized Cobalt dealer can supply you with the appropriate forms.

Required Safety Equipment

The Federal Boat Safety Act of 1971 (FBSA/71) established minimum safety standards for boats and associated equipment, specified by the USCG. In addition, the ABYC and the NMMA work with boat builders to develop voluntary standards that exceed base requirements.

The included safety equipment on your Cobalt yacht meets or exceeds the standards of the USCG, ABYC and the NMMA. Some required safety equipment such as personal flotation devices are not included with your Cobalt yacht. Your authorized Cobalt dealer can help you choose the appropriate equipment.

NOTICE: Many states' equipment requirements go beyond USCG requirements. Contact your state boating office for further information. Equipment requirements for coastal and inland waters differ. Check with local authorities or the USCG for further information about coastal water requirements.

Navigation Lights

All power boats underway between sunset and sunrise must display proper navigation lights. All boats at anchor must display a proper anchor light. Anchor light must be visible 360 degrees. Your Cobalt yacht is equipped with international navigation lights.

Horn or Whistle

All boats over 16 ft (4.8 m) in length must be equipped with an operable horn or whistle, audible from one mile. Your Cobalt yacht is equipped with a USCG approved horn.

Fire Extinguisher

All inboard/outboard boats must carry an appropriate portable marine type fire extinguisher in operable condition and accessible location. Your Cobalt yacht is equipped with portable fire extinguishers and a fixed system fire extinguisher.

Lifesaving Devices

All boats must carry one USCG approved Type I, II or III, wearable, personal flotation device, of the proper size, for each person on board. All boats over 16 ft (4.8 m) in length must carry one USCG approved Type IV throwable lifesaving device, such as a ring buoy or buoyant cushion. To meet requirements, each lifesaving device must have a currently legible USCG approval stamp permanently affixed. Your authorized Cobalt dealer can help you select appropriate PFDs and throwable lifesaving devices for your area.

Visual Distress Signals

All boats over 16 ft (4.8 m) must have onboard day and night visual distress signals. Your authorized Cobalt dealer can help you select appropriate visual distress signals for your area.

Recommended Safety Equipment

In spite of all efforts to the contrary, problems or mishaps sometimes occur while boating. Stock these items listed below on your boat to help make unexpected events more manageable.

- Anchor and anchor line
- Compass
- First aid kit
- Distress signals (flag for daytime, flares for darkness)
- Flashlight and spare batteries
- Portable radio
- Cellular phone
- Sea anchor
- Binoculars
- Emergency Position Indicating Radio Beacon (EPIRB)
- Boat hook
- Sun glasses and sun block lotion

Recommended Spare Parts

The following list contains common spare parts you should carry onboard. Review all the equipment on your yacht. Be sure to have spare parts available to maintain and make minor repairs if necessary. Refer to all operator's manuals in your owner's packet for the manufacturer's recommended spare parts.

- Engine and generator oil
- Hydraulic fluid for the steering system and trim system
- Ignition keys
- Tape, tie straps and rope
- Light bulbs and fuses
- Propeller with attaching hardware

Education Opportunities

Be boat smart from the start, take a boating safety course and get a free vessel safety check annually for your yacht. For more information, contact: United States Coast Guard Auxiliary, www.cgaux.org; United States Power Squadrons, 888-FOR-USPS, www.usps.org. Most boaters can enhance their enjoyment of boating experiences through increased knowledge of safe operation, navigation and regulation of pleasure boats. The following is a list of some other agencies and organizations that offer Water Safety, First Aid and CPR courses or information.

To find boating safety courses in your area, call your state's local boating agency or the USCG boating safety course line at 800-336-2628 (800-245-2628 in Virginia).

- American Red Cross
- U.S. Coast Guard Auxiliary
- U.S. Power Squadrons
- State Boating Offices
- Canadian Power and Sail Squadrons
- Yacht Clubs

Insurance

You must get insurance before operating your new boat. Insurance for loss by fire, theft or other causes, or liability protection against accidents is a must for responsible boaters. The boat owner is legally responsible for any damage or injury caused when the owner or someone else operating the boat is involved in an accident. Many states have laws detailing minimum insurance needs. Your insurance agent or your dealer may be able to supply you with more information.

BOAT THEORY

The following information briefly explains main system theory.

Engine Remote Control System

The shift/throttle levers are connected to the engine and propulsion units electronically. The levers control the direction and the speed of the boat.

Steering System

Steering Wheel

The steering wheel uses the assistance of power steering, which allows you to turn the steering wheel with minimum effort. It is very important that you know how your steering affects the operation of your yacht and be aware of its limitations.

Axius Propulsion System (Optional)

Axius Propulsion System (Optional) - Your yacht may be equipped with a joystick control, linked with computers and software to control the engines, direction of the yacht and its speed. The joystick control and electronic controls are primarily for low-speed maneuvering in tight spaces.

Refer to the Axius propulsion operator's manual for more detailed operation of the system.

Skyhook Navigation System (Optional)

The optional Skyhook navigation feature, keeps a Axius-equipped yacht within a tight area or on a fixed heading.

⚠ WARNING

ASK THE CAPTAIN BEFORE ENTERING THE WATER.

This yacht has a feature called Skyhook, which automatically holds the yacht in position.

When Skyhook is activated:

- **the propellers rotate automatically.**
- **propeller rotation may not be obvious.**
- **the yacht may suddenly move in any direction.**
- **the propellers can injure people in the water anywhere around the yacht.**

Unless the Captain gives you permission:

- **do not go in the water; wind or water current can move swimmers into the propellers.**
- **do not sit or stand where you could fall overboard; you may lose your balance if the yacht moves suddenly.**

Fuel System

The fuel system consists of a permanent tank with an air vent system, fuel level sensor and fuel fill components. In case of a fuel leak or fire, the tank has a shutoff valve. The fuel tank can be filled from either the port or starboard fill fitting.

Ventilation System

The engine compartment ventilation system consists of blowers installed in the engine compartment. These blowers come on automatically with engine ignition or can be activated by switch.

Electrical Systems

Your Cobalt yacht is equipped with two electrical systems. A direct current (DC) system is battery powered and supplies electricity to lights, pumps, blowers, engine ignition and sometimes a refrigerator. An alternating current (AC) system is shore power, or generator, and supplies electricity to the electrical outlet, air conditioning, battery charger and other 110V AC or 220V AC appliances or components.

Cooling System

The engines and generator are cooled by the continuous intake of raw water through independent water intakes. The water flows to water pumps on the engines and/or generator for circulation around internal components. The engine water intakes and outlets are located in the propulsion system and the generator water intakes are located in the bottom of the hull. The air conditioner intake is also in the bottom of the hull and exits from the side. If your Cobalt yacht is equipped with a self-contained cooling system, a mixture of fresh water and antifreeze is pumped through a large heat exchanger to reduce temperatures. Raw water is circulated through the other side of the heat exchanger to dissipate heat absorbed by the coolant mixture.

Exhaust System

The engine and generator exhaust systems remove the gases produced by the running engines and vents them away from the yacht. The generator exhaust is expelled on the sides of the yacht. Engine exhaust is expelled below the waterline through the outdrives. Engine and generator cooling water are also removed along with the exhaust gases.

Lubrication System

The engines and generator use a pressurized continuous loop lubrication system that must be periodically serviced in accordance with the manufacturer's recommendations. The engines have electrical transducer units to provide oil pressure signals to the helm. Full oil pressure must be available for proper lubrication, so monitoring the engine information is important, especially when operating at cruising speeds and above.

SEAWORTHINESS INSPECTION

The following checks are essential to safe boating and must be performed before starting the engines. Get into the habit of performing these checks in the same order each time so that it becomes routine.

- Check the weather report, wind and water conditions.
- Check that required safety equipment is onboard.
- Check that fire extinguishers are fully charged.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check that all batteries are fully charged and have the proper level.
- Check electrical circuits (lights, pumps, horn, etc.) for proper operation.
- Check that steering system operates properly.
- Be sure the boat is not overloaded.
- Check that all maintenance has been performed.

OPERATION CHECKLIST

While operating your yacht, frequently check that the control and steering systems continue to operate smoothly. Monitor your gauges for signs of abnormal behavior. Beware of any excessive vibration. Refer to *Section 3*, **Before Starting Checklist**.

⚠ WARNING

Avoid the risk of creating a hazardous situation. DO NOT operate the boat if any problem is found during this inspection.

Problems found during this inspection should be handled by your authorized Cobalt dealer.

ENVIRONMENTAL CONSIDERATIONS

As a boater, you already appreciate nature's beauty and the peace of the great outdoors. It is a boater's responsibility to protect the natural environment by keeping waterways clean.

MARPOL Treaty

The USCG enforces the International Convention for the Prevention of Pollution from ships, commonly referred to as the MARPOL Treaty (MARine POLlution). This treaty prohibits the overboard dumping of all ship-generated plastics, chemicals, garbage and oil.

Fuel/Spillage

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. Do not discharge or dispose of fuel or oil into the water; it is prohibited and you can be fined. These are two common, accidental types of discharge:

- Overfilling the fuel tanks
- Pumping contaminated bilge water

California Air Resource Board (CARB) Label

Your yacht may have an environmental star label affixed on the bow, port side of the yacht as part of the California Air Resource Board (CARB) SD/I rule. This label must stay affixed to the yacht if it is operated in California. The label identifies your yacht is equipped with a California Certified Engine. The label is positioned so it will be at the leading or trailing edge of the state registration numbers.

⚠ DANGER

Avoid fire or explosion. Fumes from rags can collect in bilge and be extremely hazardous. DO NOT store rags used to wipe up fuel or solvent spills in the boat. Dispose of rags properly ashore.

Emission Control Warranty Information

COB_0016_A

The engines in your Cobalt yacht meets the strict requirements set forth by the CARB. The engine has a special environmental tag and the yacht has this label affixed to it. The tag and the label are required by the CARB. The label has 1, 2, 3 or 4 stars. The label MUST be affixed to the boat, if the yacht is operated in the state of California and/or bordering waters.

Proposition 65

⚠ WARNING

A wide variety of components used on this vessel contains or emits chemicals known to the state of California to cause cancer, birth defects and other reproductive harm.

EXAMPLES INCLUDE:

- **Engine and generator exhaust**
- **Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil**
- **Cooking fuels**
- **Cleaners, paints and substances used for vessel repair**
- **Waste materials that result from wear of vessel components**
- **Lead from battery terminals and from other sources such as ballast or fishing sinkers**

TO AVOID HARM:

- **Keep away from engine, generator and cooking fuel exhaust fumes.**
- **Wash areas thoroughly with soap and water after handling the substances above.**

Discharge/Disposal of Waste

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewage and even fish parts in certain waters - in short, nearly everything. We recommend you bring back everything you take out with you for proper disposal ashore. Use an approved pump-out facility at your marina. Many areas prohibit the discharge of sewage overboard or even an operable overboard waste discharge.

Discharge of Oil

The discharge of fuel, oil and other chemicals into the water is prohibited. Be sure to clean up all fuel and oil spillage in the bilge using rags and sponges. Properly store and dispose of them when you get to shore. Do not allow any fuel or oil spills to be pumped out into the water. If fuel or oil leaks continue to be a problem, immediately have the problem repaired.

When refueling, do not "top-off" the fuel tanks. Allow for expansion, which will reduce fuel spills from the fuel tank vents.

Solid Waste Disposal

NOTICE: It is illegal to dispose of any plastic trash into waters of the U.S.

The disposal of solid waste and plastics into the water is prohibited. Bag all refuse and properly dispose of it when you get ashore.

Marine Sanitation

NOTICE: Direct disposal of sanitation waste into some waters could result in fines. Be sure to check local regulations.

NOTICE: Avoid damage to the waste disposal system and the environment. Do not place facial tissues, paper towels or sanitary napkins in the head.

Have your authorized Cobalt dealer properly service the waste disposal system when needed.

Excessive Noise

Noise means engine noise, radio noise or even voices. Many bodies of water have adopted noise limits. Music and loud conversation can carry a considerable distance on water, especially at night.

Excessive Noise

Noise limits are regulated in many areas. Be sure to follow regulations and be courteous.

Wake/Wash

Be alert for NO WAKE zones. You may be responsible for any damage or injury caused by your wake/wash. Prior to entering a no wake zone, come off plane to the slowest steerable speed.

⚠ WARNING

Avoid injury, death or damage to property. Observe "No Wake" markers. Use caution when operating around smaller crafts, in channels and marinas, and in congested areas. You are responsible for injury and damage caused by your wake.

Exhaust Emissions

Increased exhaust (hydrocarbon) emissions pollute our water and air. Keep your engine tuned and yacht hull clean for peak performance. Consult your authorized Cobalt dealer and propulsion unit operator's manual for information.

Paints

If your yacht is kept in water where marine growth is a problem, the use of anti-fouling paint may reduce the growth rate. Be aware of environmental regulations that may govern your paint choice. Contact your local boating authorities for information.

Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. Do not mix cleaners and be sure to use plenty of ventilation in enclosed areas. DO NOT use products which contain phosphates, chlorine, solvents, nonbiodegradable or petroleum based products. Citrus-based cleaners are excellent for marine cleaning purposes and are safe for you and the environment. Do not use citrus-based cleaners on stainless steel.

Fishery Resources

There is a tremendous drain on our fishery resources. Over-fishing and pollution have strained the fish population. Do your part by keeping only what you will eat and practice catch-and-release.

Foreign Species

If you transport your Cobalt yacht from lake to lake, you may unknowingly introduce a foreign aquatic species from one lake to the next. Thoroughly clean the boat below the waterline, remove all weeds and algae, and drain the bilge before launching the boat in a new body of water.

COMPONENTS, MAINTENANCE AND REPAIRS

Only your authorized Cobalt dealer should make any alterations, modifications or repairs that could affect safety, design integrity or warranty coverage. Included with your owner's packet are your propulsion unit manuals. These manuals were prepared by the manufacturer and contain information concerning the operation and care of your engine and drive unit. Please read these manuals thoroughly and become acquainted with this information.

It is advisable to maintain a service log to record service checks, such as oil changes, so you can determine when it is time for servicing. A maintenance log is helpful when requesting warranty service using the extended warranty coverage. Be sure to collect receipts for work performed and make an entry in the Service Log in the back of this manual.

EMERGENCY CONSIDERATIONS

Be prepared to deal with emergencies before they happen. Try to formulate a plan for each type in advance so that decisions can be made quickly and without hesitation. Precious moments lost can mean the difference between losing and saving a life.

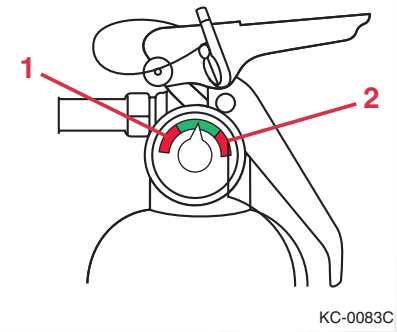
Fire

You must be prepared and act quickly when dealing with a fire. It is not recommended to battle a fire for an extended period of time. Turn engines off and abandon the boat if the fire cannot be extinguished quickly. Swim at least 25 yards (23 meters) upwind from the boat and use the visual distress signals to get assistance. Onboard fires involving the fuel system usually result in either an explosion that completely destroys the boat, or the boat burning to the waterline and self-extinguishing. Deciding on abandoning the boat or staying to fight the fire is difficult and depends on many factors. Try to formulate a fire plan in advance to make that decision quickly and without hesitation.

The USCG and other law enforcement agency requirements for fire extinguishers are only the minimum needed. Your Cobalt yacht is equipped with at least one portable fire extinguisher and has a fixed fire extinguisher in the engine compartment. If you are in question of whether your boat is equipped with fixed fire extinguishers, contact your authorized Cobalt dealer. For the location of your fire extinguisher, refer to *Section 1*, **Layout**. Remember, install extra extinguishers where they might be needed and inspect extinguishers on a regular basis.

⚠ WARNING

Avoid injury or death. Gasoline will float on top of water and can burn. If the boat is abandoned, swim upwind, far enough to avoid fuel that may spread over the surface of the water.



KC-0083C

1 – Recharge
2 – Overcharge

Be sure to:

- Use caution and do not smoke when refueling.
- Verify that fuel does not leak.
- Use only marine approved equipment on your yacht.

Flooding/Swamping

Improper loading, handling, water conditions, weather and anchoring are the most common causes of flooding. Insist on a safe, stable load. Do not operate the yacht exceeding your ability to maneuver it. Use extreme caution in hazardous weather and rough water conditions. Anchor from the bow when using one anchor.

Collisions/Leaks

If a collision occurs, immediately account for all passengers. Assess the hull for damage and activate the bilge pumps to reduce any water intake. Try to operate the yacht to keep the damaged area above water. If necessary, call or signal for assistance. If a leak is discovered, immediately determine the cause. A collision with an underwater object could cause the hull to develop a leak. A loose fitting or hose clamp on a piece of equipment could cause a leak. Try to repair the leak if possible. If a leak is threatening the safety of you and your passengers, call or signal for assistance.

Grounding

In the event you run aground, assess the situation before proceeding. Immediately stop any water from entering the yacht. Inspect the propulsion unit(s), steering and control systems, and the hull for damage. Maneuver the yacht to safe water only if the hull and all operating systems are in satisfactory operating condition. Otherwise, call or signal for assistance.

Storms

Take common sense precautions if you are forced to operate your yacht in stormy conditions.

- Wear personal flotation devices (PFDs).
- Stow gear below deck and batten down equipment on deck.
- Reduce speed and head for a safe place that you can easily reach.
- If you lose power, keep the yacht headed into the waves by using the anchor.

Water Rescue (Man Overboard)

Immediately react to a person that has fallen overboard. Keep the victim constantly in your sight. Safely return to the victim as soon as possible. Throw the person a PFD. Turn the engines off and help the person into the yacht.

Medical Emergency

Be prepared in the event of an emergency. Know how to use your first aid kit. Be aware of any special medical conditions of your passengers.

Drowning

React to a drowning victim the same as described in Water Rescue. Handle victims with care; they could be injured. If necessary, resuscitate the victim. Immediately signal for help and keep the victim warm.

Operation Failure

If you experience a propulsion, steering or control failure, immediately turn off the engines. Release the anchor to prevent drifting. Try to determine the failure and repair, if possible. Otherwise, call or signal for assistance.

Distress Signals

Federal law also requires boats 16 ft (4.8 m) and longer to carry day and night visual distress signals when operating on coastal waters, the Great Lakes, territorial seas or those waters directly connected to them, up to a point where the body of water is less than two miles wide. Carry several types of signaling devices to handle a variety of conditions. Have enough signals on board to last three days.

NOTICE: Some pyrotechnics are restricted from use on certain bodies of water, so check with local authorities.

Radio Communication

Radio communication is the most important avenue of receiving and sending information. Use a VHF/FM radio for short-range communication, and a single-sideband radio (SSB) for long-range. For all U.S. waters, the National Weather Service operates the NOAA Weather Radio (NWR). This service provides continuous weather information on the following VHF/FM frequencies:

- 162.400 MHz • 162.500 MHz
- 162.425 MHz • 162.525 MHz
- 162.450 MHz • 162.550 MHz
- 162.475 MHz

Coast Guard Marine Information Stations

- 2670.0 kH • 8765.4 kH
- 4428.7 kH • 13113.2 kH
- 6506.4 kH

It is good practice to periodically monitor the weather.

LIFESAVING EQUIPMENT

The following equipment may or may not be required by federal/local regulations.

Personal Flotation Devices

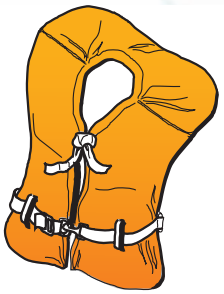
Federal law requires at least one Type I, II, III or V Personal Flotation Device (PFD) for each person on board or being towed, and at least one Type IV throwable PFD in the boat.

There are four types of PFDs to wear and one type used for throwing in emergency situations.

Type I Life Preserver: Most buoyant PFDs are effective on all waters, especially open, rough water.

TYPE I
LIFE PRESERVERS
KC-0041C

Type II Buoyant Vest: Good for calm water near shore on most inland waters where quick rescue is likely.

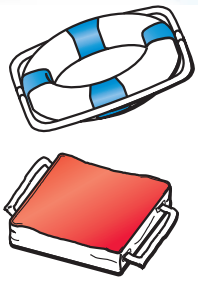


TYPE II
BUOYANT VESTS
KC-0051C

Type III Flotation Aid: Good for most inland water applications where quick rescue is likely. Comes in various styles and some are designed for water sport activities.

TYPE III
FLOTATION AIDS
KC-0042C

Type IV Throwable Device: Intended for heavy traffic inland waters where help is available. Designed to be thrown to a person in the water and should never be worn.



TYPE IV
THROWABLE DEVICES
KC-0071C

Type V Hybrid PFD: Inflatable design for special use activities and may be used instead of a Type I, II, or III PFD if used in accordance with the approval conditions on the label and if worn when the boat is underway. Some Type V PFDs provide increased protection against hypothermia.

TYPE V HYBRID PFD
MUST BE WORN
WHEN UNDERWAY
KC-0043C

NOTICE:

- **A Type V PFD must be worn to be counted toward the minimum carriage requirements.**
- **Special PFDs are available for skiing and other water sports. These PFDs are constructed with materials suitable for high impact falls.**

PFDs are intended to help save lives. The operator should set an example by wearing a PFD whenever boating. It is especially important that children and non-swimmers wear a PFD at all times.

Make certain all passengers know how to put on and properly adjust their PFDs. Also, selecting the proper type PFD for your kind of outing helps ensure your time on the water can be the safest possible. At the beginning of each season, check PFDs for damage and test for proper flotation. Refer to the PFD manufacturer's information.

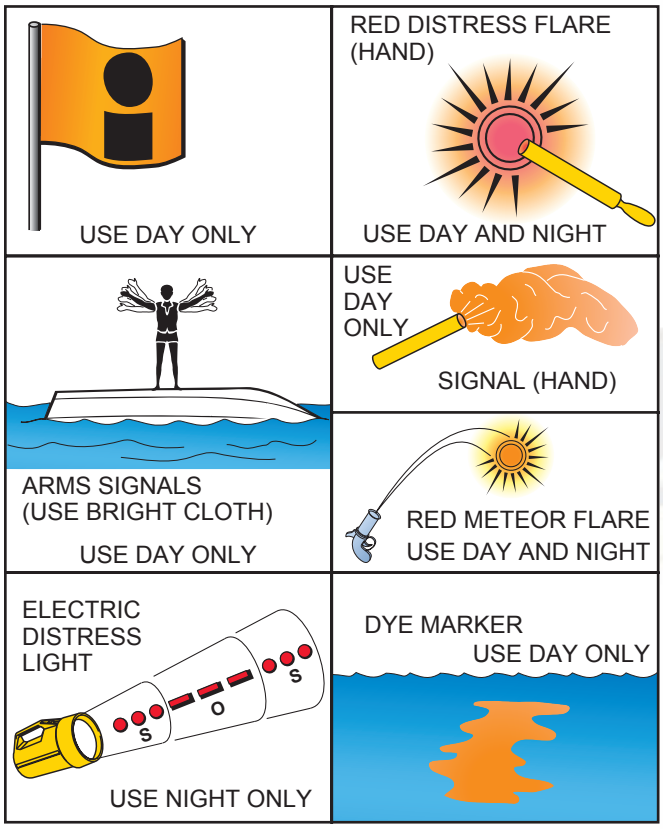
Audible/Visual Distress Signals

A distress call is transmitted on VHF/FM radio channel 16 (156.800 MHz) or 2182 kHz (SSB). Know your audible signals:

- For emergency, the call sign is "Mayday."
- For an urgent situation, the call sign is "Pan-Pan."
- For navigational safety and weather warnings, the call sign is "Security."

Repeat the call sign three times. Immediately react to a distress call. Assist, if possible, using an emergency frequency. Otherwise, continue to monitor the situation until help has arrived.

VISUAL DISTRESS SIGNALS



COB_0031_A

If you are required to carry distress signals, you must have three USCG-approved pyrotechnic devices. Be sure they are in serviceable condition, not exceeding the expiration date and stored in a cool, dry location in a waterproof container.

Sea Anchors

You should have a separate sea anchor onboard to slow drifting. In heavy seas, a sea anchor is set from the bow to control the behavior of the yacht. The sea anchor holds the bow to the sea and a slow drift.

Radar Reflectors

Radar reflectors allow you to be seen by other vessels' radar within your area. Mount the reflector as high as possible on the radar arch.

Life Raft

If operating offshore, you should consider carrying an inflatable life raft, if not originally equipped. A USCG approved life raft meets a number of stringent specifications. The life raft must be large enough to hold all the occupants of the yacht and have its own equipment pack including a paddle.

A life raft can be stored in the aft storage area or in any other accommodating place on your yacht.

SAFETY

The popularity of boating and other water sports has undergone an immense growth over the past few years. Because of this, safety is an important issue for everyone who shares in the use of our waterways. Be smart when boating and using your equipment.

In emergency situations, it may be necessary to resort to measures which are not commonly practiced. Always assess the dangers of being in harm's way versus the protection of equipment. Keep a sound mind during an emergency and always think safety.

- Know the conditions of your boat and the environment.
- Have a float plan and inform others when you will return.
- Secure or store loose items before getting underway.
- Avoid sudden maneuvers at high speed and reduce speed in waves.

⚠ WARNING

Avoid fire, explosion, injury or property damage from improperly handled pyrotechnic signaling devices. Follow the manufacturer's directions.

Signal Words/Definitions

Throughout this manual specific precautions and symbols identify safety related information.

The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

⚠ DANGER

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

⚠ WARNING

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

CAUTION

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

NOTICE: Indicates a property damage message.

The precautions listed in this manual and on your Cobalt yacht are not all-inclusive. If a procedure, method, tool or part is not specifically recommended, you must satisfy yourself that it is safe for you and others, and that the yacht will not be damaged or made unsafe as a result of your decision. REMEMBER - USE COMMON SENSE WHEN OPERATING YOUR YACHT!

General Safety

Before each outing you should check all safety equipment, such as fire extinguishers, PFDs, flares, distress flags, flashlights and engine stop switches. They should be operable, in good condition, readily visible and easily accessed.

Check local weather reports before casting off; do not leave the dock area when strong winds and electrical storms are in the area or predicted to be in the area.

Tell someone your travel plans and leave them a float plan. A float plan makes the job of search and rescue much easier for authorities. A float plan template can be found in the back of this manual.

Seating

Keep your passengers seated in seats. The bow, gunwale, transom platform and seat backs of the yacht are not intended for use as seats while underway.

Handholds

⚠ WARNING

Avoid injury or death.

- **Passengers should use handholds whenever the boat is underway.**
- **DO NOT allow passengers to sit on or in the stern sun lounges when the boat is underway.**
- **Read and understand this manual and the propulsion unit manual, and be sure that you understand all controls and operating instructions before attempting to operate the boat.**
- **Be in control of your boat. DO NOT operate your boat under the influence of alcohol or other drugs.**

Handholds are provided for your passengers' safety. Be sure your passengers use the handholds whenever the yacht is underway. Failure to use handholds could result in a person overboard situation or personal injury.

Capacity

Know the weight capacity of your yacht. Do not overload your yacht. Overloading of passengers, personal equipment and supplies could result in an accident, especially in rough waters.

Loading

Be sure that passengers, personal equipment and supplies are in their proper location before operating the yacht. This does not necessarily mean you can carry a passenger for every seat. Keep personal equipment and supplies to an "as needed" basis. Maintain a balanced load (front to back and side to side) at all times.

Operating Conditions

Every waterway poses hazards that you should avoid, such as shallow water, tree stumps and sand bars. Ask local boaters for information and consult a marine chart when boating on unfamiliar waters. As the operator of the yacht, you should try to avoid all hazards, known and unknown. The following information does not contain all possible water hazards. Operating in shallow water presents a number of hazards. Mud, sand, weeds and debris can foul a propulsion unit propeller or its cooling water. If a propulsion unit strikes an underwater object, check the propulsion unit and yacht for damage. If a propulsion unit vibrates after striking an object, it may indicate a damaged propeller.

Sand bars in narrow inlets are constantly shifting, making it difficult to mark them with buoys. Tides in coastal areas affect water levels, producing sand bars. Sometimes sand bars are indicated by waves as they form into breakers when passing over the sand bar. Refer to **Grounding**, in this section, if you run aground on a sand bar. The water level around a dam spillway is a hazardous area. It is subject to rapid changes caused by currents and turbulence. Keep clear of the spillway areas below dams.

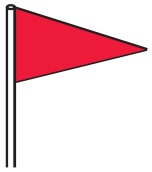
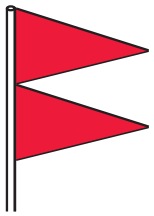
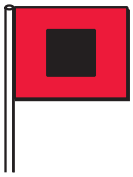
Weather/Seas

Getting caught in severe weather is hazardous. It is recommended to check the weather, sea and wind conditions not only before you boat, but also periodically while you are boating. Refer to **Radio Communications**, in this section, for weather channel information. A change in wave height, wind direction and speed indicates deteriorating weather. Take common sense precautions if you are forced to operate your yacht in stormy conditions:

- Wear PFDs.
- Stow gear below deck and batten down equipment on deck.
- Reduce speed and head for a safe place that you can easily reach.

If you lose power, keep the yacht headed into the waves by using the anchor.

Learn the storm signals.

DAYTIME WARNING	DESCRIPTION	NIGHTTIME WARNING
	**Small Craft Advisory** - Winds greater than 18 knots, sustained for two hours or more or hazardous wave conditions. Following a storm, hazardous wave conditions can persist long after the high winds have subsided.	
	**Gale Warning** - Sustained winds (2 or more hours), of 34-47 knots.	
	**Storm Warning** - Sustained winds of 48 knots or greater.	
	**Hurricane Warning** - Forecast winds of 64 knots and above. Displayed only in connection with a hurricane.	

COB_0032_A

It is best to avoid operating your yacht in foggy weather. When fog sets in, use your GPS and radar unit, if equipped, to take bearings and log courses and speeds. You are required to emit a five-second blast from your horn or whistle once every minute. Additionally, have passengers wear PFDs and observe for oncoming vessels.

Skill/Experience

⚠ WARNING

Avoid injury or death from drowning. Wear your Personal Flotation Device and remain seated when operating the boat.

Practice your boat operating skills often in calm water. Avoid windy conditions and rough water. Be sure to maintain good visibility at all times. Do not practice close to any obstructions such as piers, bridges, swim areas or moored boats.

Proceed slowly and give yourself plenty of time to react. Remember, your yacht is not an automobile. It requires additional time to maneuver and stop.

Visibility

⚠ WARNING

Avoid injury or death. Maintain clear visibility at all times. If necessary, arrange passengers and equipment. Designate a passenger to assist when visibility is limited due to operating conditions.

Visibility is not only sight, but also hearing. It is very important the operator maintains good visibility at all times. Arrange passengers and equipment to ensure you have unobstructed vision at all times. Check for other boats or any obstacles before turning the yacht.

Drugs/Alcohol

⚠ WARNING

Avoid injury or death from impaired operation. Federal and state law prohibit operating a boat under the influence of alcohol and other drugs. These regulations are actively enforced.

Boating, alcohol and the use of other drugs just do not mix. Mixing boating, alcohol and other drugs results in many marine accidents and deaths. These substances reduce your reaction time and affect your better judgment. Combined with the sun, wind, waves, and noise of other watercraft, the effects of drugs are increased and will significantly reduce your reaction time. Do not operate your boat under the influence of alcohol or other drugs. As the owner/operator, you are responsible for the alcohol/drug use and onboard behavior of your passengers.

KC-0153C

If the operator's blood alcohol content is above the state's legal limit, violators are subject to a civil or criminal penalty, imprisonment or both. Operating a boat under the influence can also result in a loss of automobile driving privileges.

Passengers

Whenever you are going for an outing, make sure that at least one passenger is familiar with the operation and safety aspects of the yacht in case of emergency. Show all passengers the location of emergency equipment and explain how to use it. Do not allow passengers to drag their feet or hands in the water, or sit on the bow, deck, gunwale or transom platform while engines are running.

Ventilation

Your Cobalt yacht is equipped with carbon monoxide (CO) detectors in areas designed for occupancy, except the bilge area and cockpit.

⚠ DANGER

Avoid the possibility of injury or death from exposure to carbon monoxide (CO). All gasoline and diesel engines and fuel burning appliances such as heaters, stoves and generators produce carbon monoxide (CO). CO is a colorless, odorless and dangerous gas. Direct and prolonged exposure to CO will cause brain damage or death. Signs of exposure to CO include nausea, dizziness, drowsiness, ears ringing, headaches, unconsciousness and cherry red skin color. Avoid exposing your passengers or yourself to carbon monoxide. Test the carbon monoxide detector operation before each trip, at least once a week and after the boat has been in storage. DO NOT tamper with the operation of the carbon monoxide detector. It is installed for your safety.

A carbon monoxide (CO) detector will only detect the presence of carbon monoxide gas at its sensor and will not detect other vapors such as gasoline. Carbon monoxide may be present in other areas.

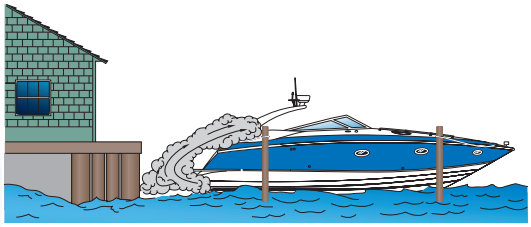
Carbon monoxide poisoning should not be confused with seasickness, intoxication or heat stress. If someone complains of irritated eyes, headache, nausea, weakness or dizziness, or you suspect carbon monoxide poisoning, immediately move the person to fresh air, investigate the cause and take corrective action. Seek medical attention if necessary.

To reduce CO accumulation:

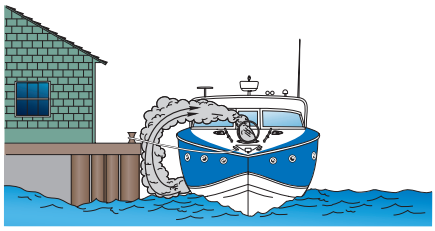
- Ventilate the boat interior by opening the deck hatches, windows and cabin door to provide adequate ventilation.
- Do not operate the engines or generator with the canvas installed.
- Avoid idling or using the generator while at idle for extended periods.
- Regularly inspect the engine and generator exhaust system for proper operation.

For additional information, refer to the carbon monoxide detector operator's manual supplied with your boat.

Blockage of boat exhausts by obstruction.

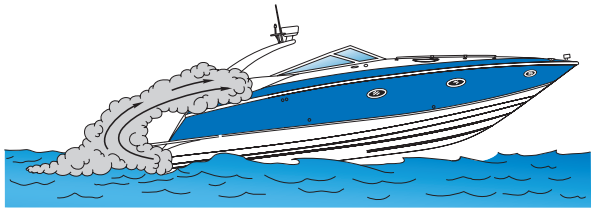


Exhausts traveling along obstruction.

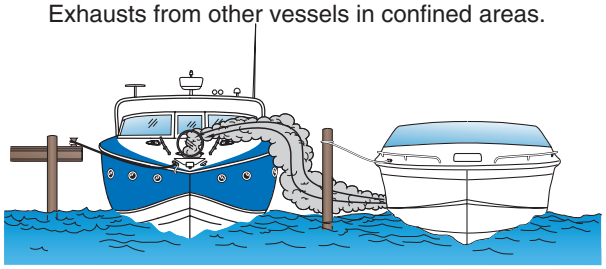


Operating at slow speed or while dead in the water.

Operating with high bow angle.



Exhausts from other vessels in confined areas.



Operating with canvas tops and side curtains in place without ventilation.

COB093

Qualified Boat Operators

This manual is not intended to provide complete training on all aspects of boat operation. We strongly recommend that all operators of this yacht seek additional training on boat handling and safety. Have all operators become familiar with the handling characteristics, and proper steering and control system usage before attempting high-speed operation.

Some states require youths 16 years of age and younger to complete a boating safety course before operating any watercraft. Many others require operators under the age of 18 to be licensed in small boat operation.

Minors must be supervised by an adult whenever operating a boat. Many states have laws regarding the minimum age and licensing requirements of minors. Be sure to contact the state boating authorities for information.

Safety While Boating

Your Cobalt yacht is affixed with various safety labels at the time of manufacture. These labels appear at specific locations on the craft where safety is of particular concern. Refer to *Section 1*, **Warning Labels**.

Safety labels must remain legible. If you suspect a label is missing or becomes damaged, contact your authorized Cobalt dealer for immediate replacement.

Federal, State and Local Regulations

The USCG is the authority of the waterways; it is there to help the boating public. State boating regulations are enforced by local authorities. You are subject to marine traffic laws and “Rules of the Road” for both federal and state waterways; you must stop if signaled to do so by enforcement officers, and permit to be boarded as asked.

Reporting Accidents

The USCG requires the owner or operator of a boat involved in an accident to report the incident to the proper marine law enforcement agency for the state in which the accident occurred.

Immediate notification to the nearest state boating authority is required if a person dies or disappears as a result of a recreational boating accident. If a person dies or sustains injuries requiring more than first aid, a formal report must be filed within 48 hours of the accident. A formal report must be filed within 10 days for accidents exceeding $500 in property damage or complete loss of boat.

Rendering Assistance

If you see a distress signal or suspect a boat is in trouble, you must assume it is a real emergency and render assistance immediately. By law, the operator in charge of the craft is obligated to provide assistance to any individual in danger if such assistance can be provided safely. Failure to render assistance can result in a fine and/or imprisonment.

The 1971 Boating Safety Act grants protection to a “Good Samaritan” boater providing good faith assistance, and absolves a boater from any civil liability arising from such assistance.

Water Sports Safety

Larger boats produce a larger wake which may be too big for skiers. Only boats equipped with a ski-tow eye should be used to pull water skiers. If you use your Cobalt yacht for water sports, you should be familiar with water sport safety and hand signals.

NOTICE: It is unlawful to participate in water sports while under the influence of alcohol or other drugs.

When participating in water sports, be safe and courteous and follow these guidelines:

- Be considerate to fishermen and others you share the water with.
- Do not perform water sports in congested areas.
- Stay away from navigation markers.
- Stay away from other boats and water sport participants.
- Return immediately to a fallen water sport participant and turn off engines.
- Regularly inspect water sport equipment to ensure it is safe.
- Do not use any fuel burning appliances with a transom exhaust port when swimming from the stern swim platform.

⚠ DANGER

Avoid injury or death. DO NOT practice unsafe water sports.

- Water sport participants must wear a USCG approved flotation device. A Type III water ski vest is an approved and practical PFD.
- Keep at least 100 ft (30 m) away from all other objects.
- Have an experienced driver and aft-facing observer in the boat when water sporting.
- Do not water sport in shallow water or at night.
- Do not jump from a moving boat.
- Keep a downed water sporter in sight.
- Turn the engine(s) off before you get close to someone in the water.
- Do not use the boarding ladder with engine(s) running.

Skiers and/or passengers are obligated to be aware of the same safety rules as operators. If you are new to water sports, seek certified training before starting. You will find it especially helpful to join a ski club, World Wakeboard Association and/or the U.S.A. Water Ski when it is possible. Always remember the majority of water sport injuries result from impact with other objects.

Always look where you are going and be aware of your surroundings.

Platform Dragging (“Teak Surfing”)

READ, KNOW and UNDERSTAND the information on warning labels and adhere to the boat operation practices described on them. The USCG issued a SAFETY ALERT on August 28, 2001, which covers some issues regarding improper use of the boarding ladder/swim platform. The SAFETY ALERT and portions of the information follow:

Tragic deaths occur from the negligence of unsafe boating and dangerous activities. Experts say, “many of these deaths may have been caused by an invisible hazard, carbon monoxide poisoning.” Taking the risk of swimming under a boarding platform when the engine is running, skiing within 20 ft (6.1 m), or “teak surfing” or “dragging” behind a moving boat, can be fatal. Dangerous activities which can result in serious injury or death are not considered water sports. Cobalt Boats does not promote unsafe boating risks or jeopardizing any boater’s safety. “Teak Surfing” or “Platform Dragging” may be illegal in your state, or the states you operate in.

⚠ WARNING

Avoid injury or death. DO NOT use the swim platform for any other purpose than boarding the boat or preparation of entering the water, and do not use the swim platform when engines are running.

Carbon monoxide poisoning should not be confused with seasickness, intoxication or heat stress. If someone complains of irritated eyes, headache, nausea, weakness or dizziness, or you suspect carbon monoxide poisoning, immediately move the person to fresh air, investigate the cause and take corrective action. Seek medical attention if necessary.

SAFETY ALERT FROM AUGUST 28, 2001:

The United States Coast Guard advised boaters not to “Teak/Drag Surf.” Recent boating fatalities revealed carbon monoxide (CO) emitted from a vessel's exhaust resulted in CO poisoning and death. Do not allow persons in the vicinity of the Swim Platform (in the water or in the boat) with the engine(s) or generator operating, while at rest or underway at slow speed. “Teak/Drag Surfing” places the individual in a position directly exposed to the CO in the exhaust of the engine. This can result in a loss of coherent responses and even death. In addition, “Teak/Drag Surfing” dangerously exposes the individual to a possible propeller injury. Since “Teak/Drag Surfing” is done without a life jacket (PFD), it significantly increases the probability of drowning. The Coast Guard stresses, “Teak/Drag Surfing” is a very dangerous activity and advises boaters not to participate in it.

The Coast Guard also stated that carbon monoxide is one of the most dangerous gases. It strikes before you know you are exposed and it impairs in a way that can, and too often does, lead to death. This is why the Coast Guard feels it is critical that carbon monoxide is avoided in every circumstance.

Navigation

“Rules of the Road”/Sound Signals

The General Prudential Rule regarding right-of-way is that if a collision appears unavoidable, neither boat has right-of-way. As prescribed in the “Rules of the Road,” both boats must act to avoid collision.

The information in this section outlines only the most basic of the nautical “Rules of the Road.” For more information, contact your local USCG Auxiliary.

⚠ WARNING

Avoid injury, death or collisions. Like traffic laws for automobiles, the operator is legally required to follow the rules.

In general, boats with less maneuverability have right-of-way over more agile craft. You must stay clear of the vessel with right-of-way and pass to the stern of that vessel.

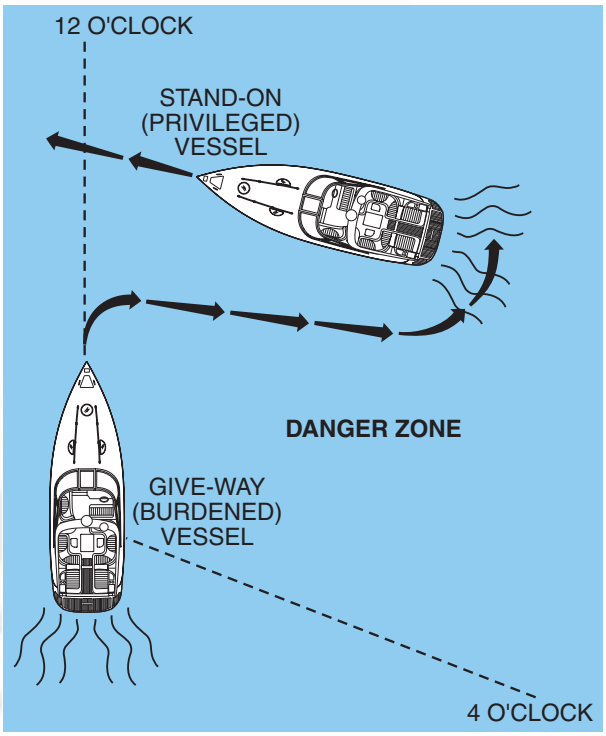
Whistle/Horn Signals

Signaling other boats with a whistle or horn is similar to using turn signals on an automobile. It is not necessary to sound a signal every time a boat is nearby. In general, boat operators should signal their intention, as to avoid potentially confusing or hazardous situations.

It is customary for the privileged boat to signal first, and the burdened boat to return the same signal to acknowledge she understands and will comply. Use the danger signal (five or more short and rapid blasts) if intent is not clear.

Use the following signal blast early enough to be noticed and understood by other boaters:

- One long blast: Warning signal (coming out of slip or passing astern)
- One short blast: Pass on my port side
- Two short blasts: Pass on my starboard side
- Three short blasts: Engines in reverse
- Five or more short and rapid blasts: Danger signal!



COB017C

Privileged Boats

Privileged boats have right-of-way and can hold course and speed. Sailboats and boats paddled or rowed have the right-of-way over motor boats. Sailboats under power are considered motorboats. Small pleasure craft must yield to large commercial boats in narrow channels.

Burdened Boats

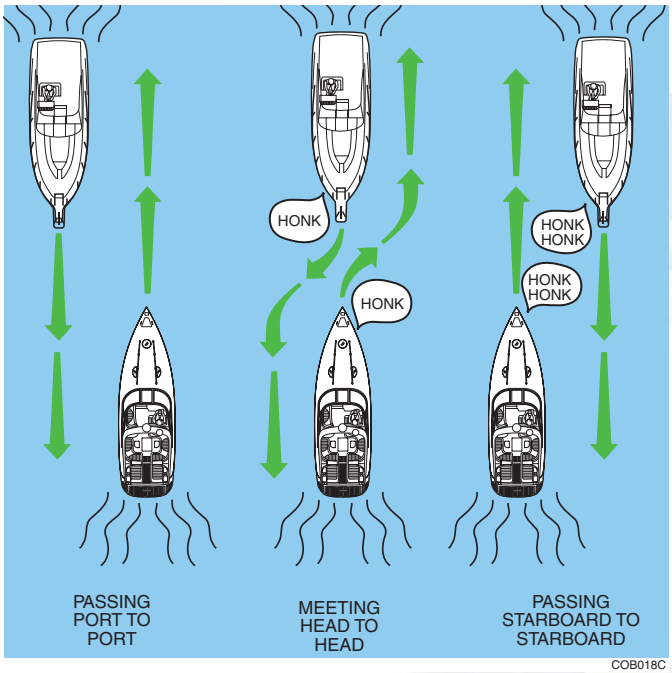
The burdened boat is the boat that must make the necessary adjustment to course and speed to keep out of the way of the privileged boat.

Crossing Situation

In crossing situations, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way. It must hold course and speed. The burdened boat keeps clear and passes behind the privileged boat. Boats going up and down a river have the privilege over boats crossing the river.

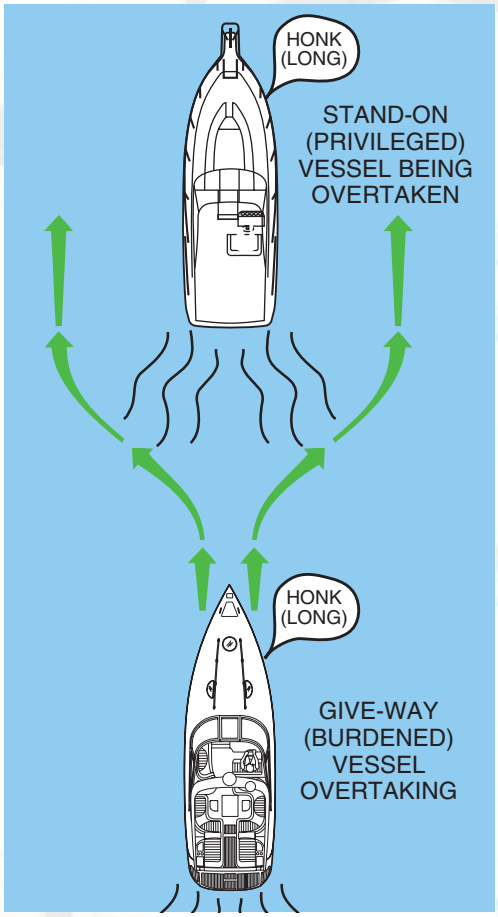
Meeting Head-On

Neither boat has the right-of-way in this situation. Both boats should decrease speed, should turn to the right and pass port-to-port. However, if both boats are on the left side of the channel, each vessel should sound two short blasts and pass starboard-to-starboard.



Overtaking

The boat that is overtaking one ahead of it is the burdened boat and must make any adjustments necessary to keep out of the way of the privileged boat. The privileged boat should hold its course and speed.



Special Situations

Boats operating between sunset and sunrise (hours vary by state) must use navigational lights, nighttime operation, especially during bad weather or fog can be dangerous. All “Rules of the Road” apply at night; it is best to slow down and stay clear of all boats, regardless of who has right-of-way.

Protect your night vision by avoiding bright lights and have a passenger, if possible, help keep watch for other boats, water hazards and aids to navigation.

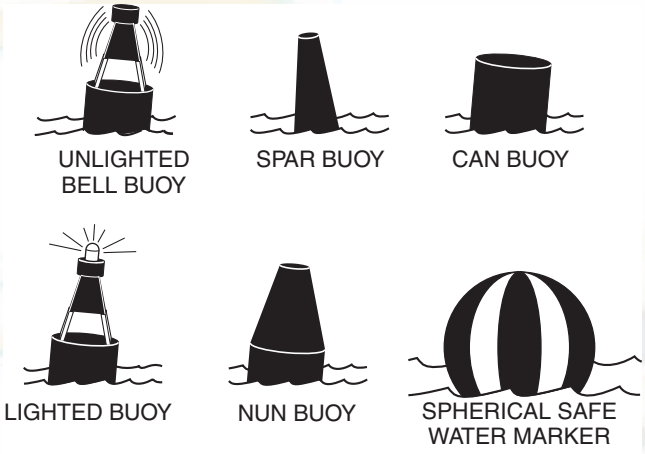
The size, speed and direction of the other vessels are determined at night from their running lights. A green light indicates the starboard side of the boat, and a red light indicates the port side. Generally, if you see a green light, you have the right-of-way; if you see a red light, give-way to that vessel.

Aids to Navigation

Learn to recognize the different buoys and day markers; they are the signposts of the waterways. The United States Aids to Navigation System (USATONS) is the primary marking system used on inland water, coastal waters and rivers. This system is maintained by the U.S. Coast Guard (USCG).

Types of Buoys

There are several types and shapes of buoys. Buoys may be unlighted, lighted, with sound or may have both an audible and a visual signal. Lights, bells and horns are used on buoys for night or poor visibility conditions. Different shapes of buoys are shown below.



KC-1908

Buoys with unique light-flashing characteristics are identified on nautical charts with the specific flashing pattern.

Mooring Buoys

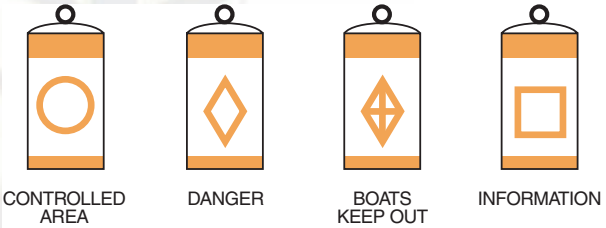
The only buoys you are permitted to moor to are mooring buoys. Mooring buoys are white with a blue horizontal stripe. Mooring to a navigation buoy, regulatory markers or lateral markers is illegal.

KC-1901

Regulatory Markers

Regulatory markers indicate dangerous or restricted controlled areas. These markers are used to indicate speed zones, areas set aside for particular use, general information and directions.

Regulatory markers are white with orange geometric shapes and also have orange bands near the top and at the waterline of the buoy. You must obey regulatory markers (see below).



KC-1903

Lateral Markers

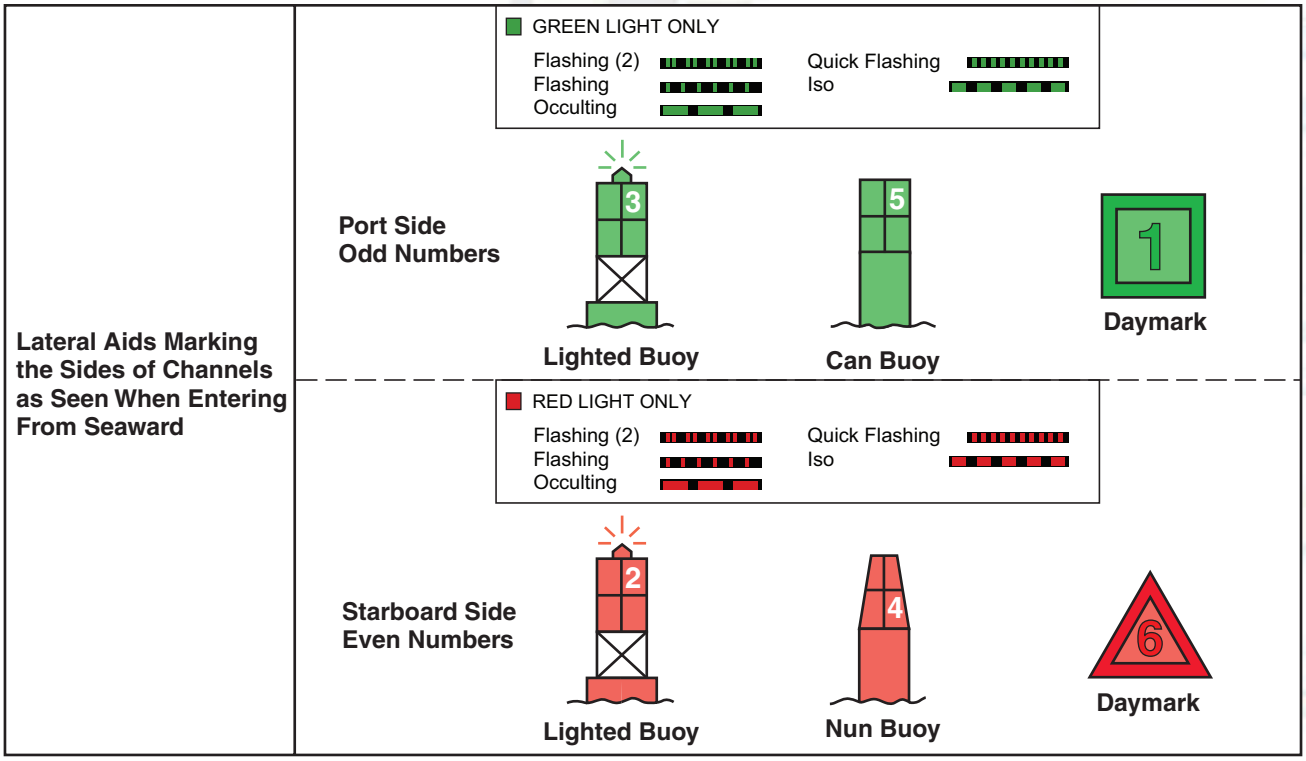
Lateral markers are oriented from the perspective of being entered from seaward (the boater is going toward the port). This means that red buoys are passed on the starboard (right) side of the vessel when proceeding from open water into port, and green buoys to the port (left) side.

The right side (starboard) of the channel is marked with RED, even-numbered buoys. The left side (port) of the channel is marked with GREEN, odd-numbered buoys.

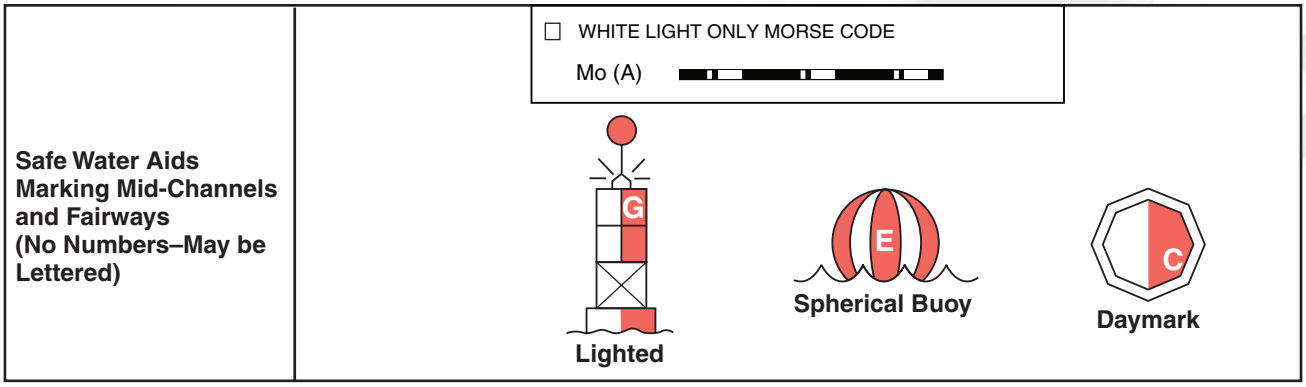
Day markers are colored and numbered the same as buoys. RED, triangular day markers with even numbers mark the starboard side of the channel.

GREEN, square day markers with odd numbers mark the port side of the channel.

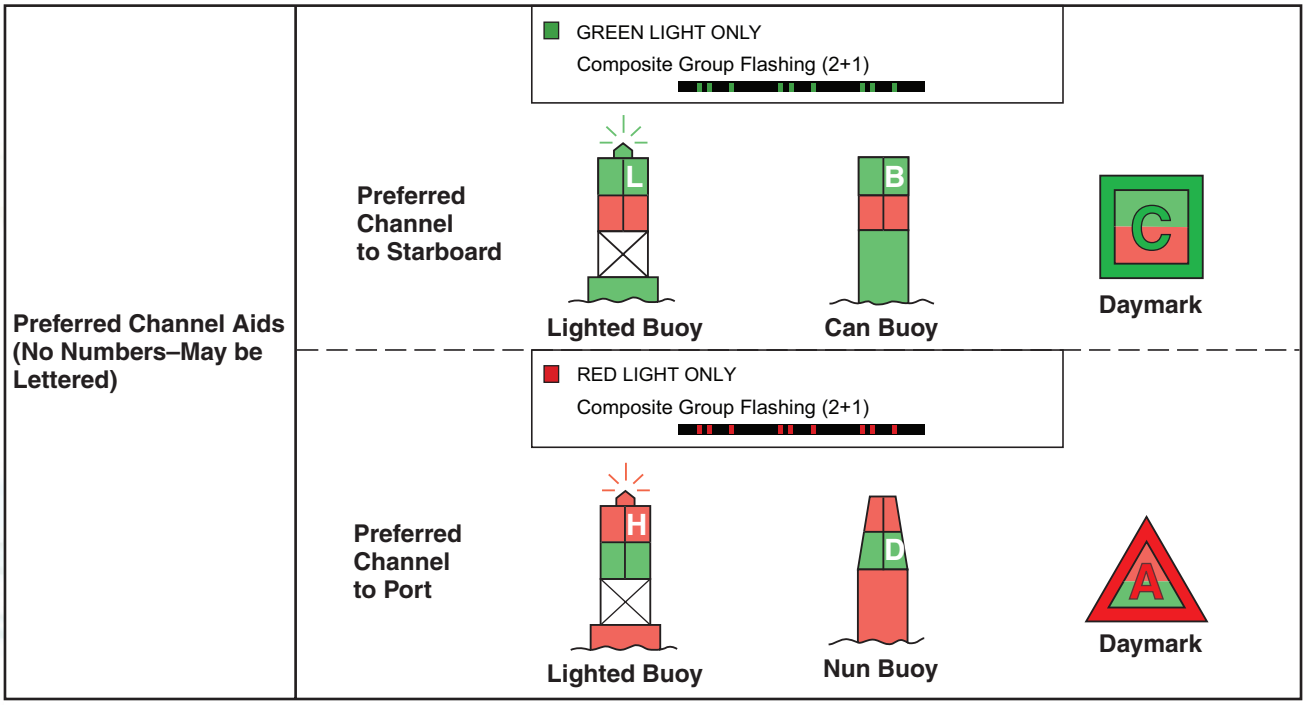
Fairways and mid-channels may be marked with safe water marks or buoys. These marks indicate safe water all around. Safe water marks are red and white striped and are round or have a red spherical topmark.



KC-1909



KC-1910



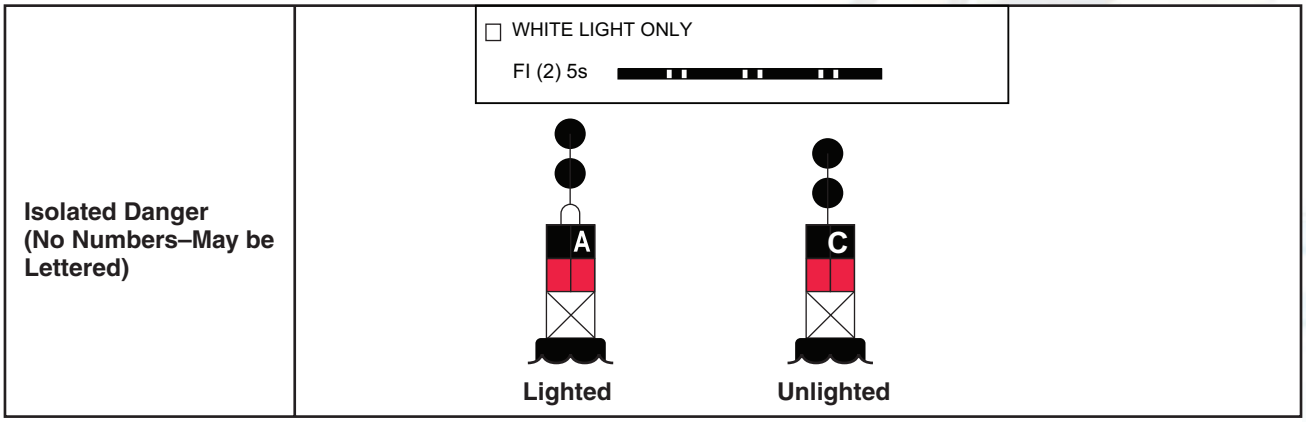
KC-1911

Obstructions, channel junctions, etc. are marked with RED and GREEN horizontally striped buoys.

A RED band at the top means the preferred channel is to the left of the buoy; a GREEN top band means the preferred channel is to the right of the buoy.

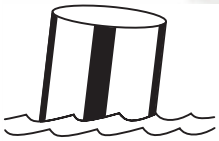
Isolated Danger Markers

Isolated danger markers indicate an isolated danger which may be passed on all sides. These markers are colored black with one or more broad horizontal red bands and are equipped with a topmark of two black spheres, one above the other.



KC-1912

On inland waters, a buoy with alternating vertical black and white stripes may be used to indicate that an obstruction or other danger exists between the buoy and the nearest shore. DO NOT pass between the buoy and the shore.



BLACK-STRIPED
WHITE BUOY

KC-1902

Light Structures

Maneuvering a boat at night can be dangerous and confusing. To aid boaters with navigation and warn of hazards, the USCG and the state and local authorities maintain a variety of light structures. Some light structures may be equipped with radio beacons, radar reflectors and/or signals.

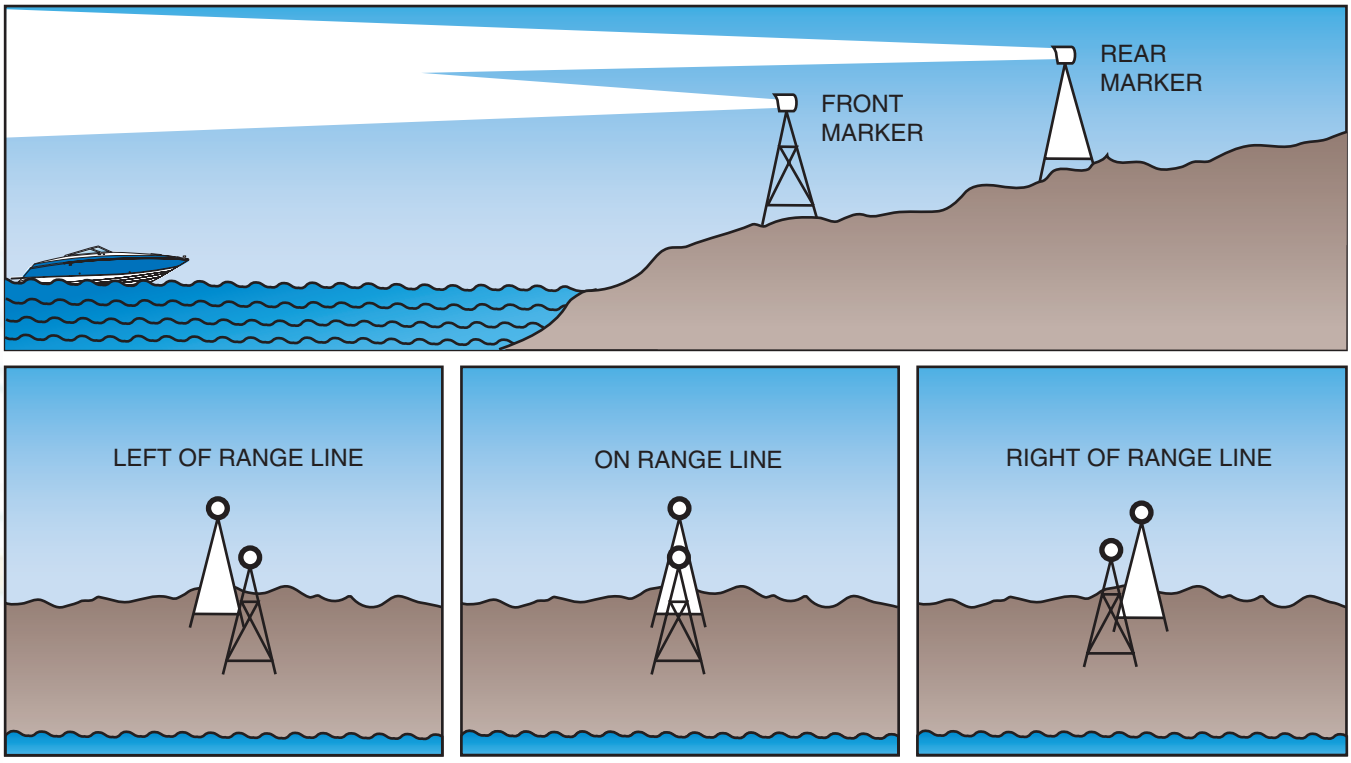
Minor Lights

Minor lights are colored according to the buoyage marking system in use. They are similar to lighted buoys, except they are usually higher and on more stable platforms to increase visibility. Most minor lights are part of a series to mark a channel, river or harbor.

Range Lights

Range lights are usually visible in one direction and help a boat operator navigate in a generally safe direction. Steering a course to keep range lights arranged in a line (one on top of the other) will help guide a boat through a channel.

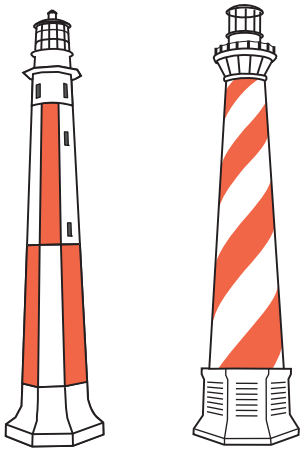
RANGE LIGHTS



COB_0038_A

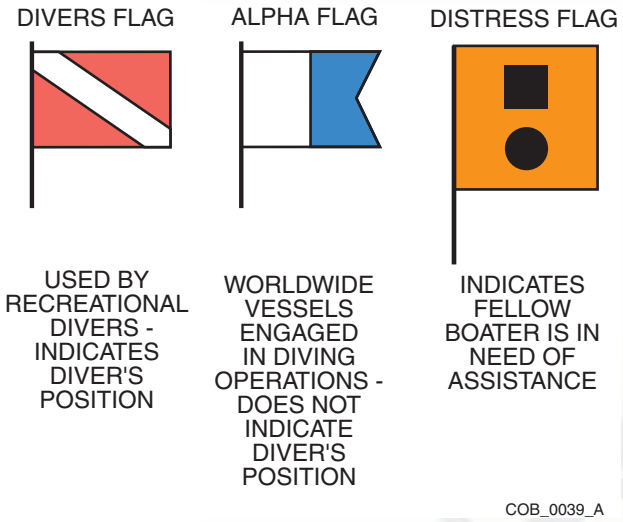
Lighthouses

Lighthouses can be found at harbor entrances, prominent headlands, isolated danger areas and along the coast. These striped or patterned structures have unique flashing characteristics to help identify them.

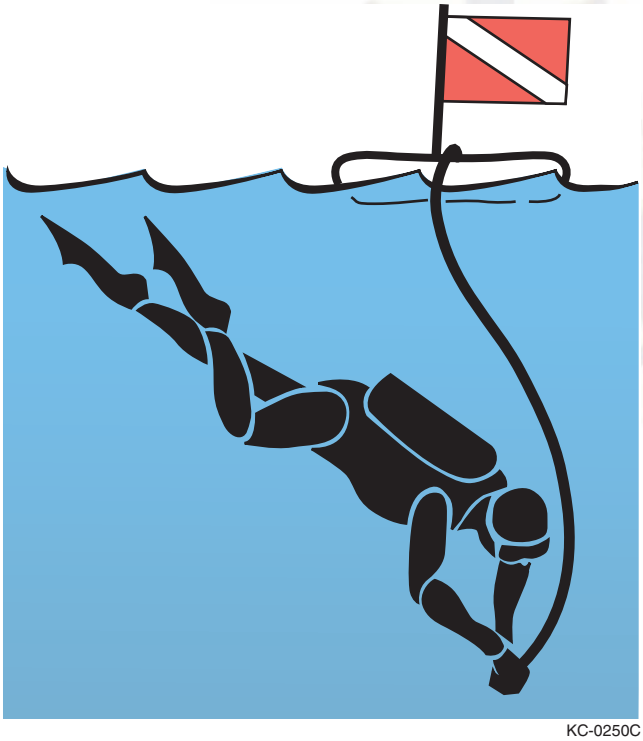


KC-0443C

Warning Markers



It is a good idea to ask local authorities if there are hazardous areas in the waters in which you plan to boat, and how they are marked. Boaters must also recognize the flag designs which indicate that skin divers are present and keep well clear of the area.



Watch for swimmers. Swimming areas may not be marked. Steer clear from the area and remain alert.

OPERATING INFORMATION

This section is not intended to provide complete training on all aspects of yacht operation.

We strongly recommend that all operators of this Cobalt yacht seek additional training on yacht handling and safety. Have all operators become familiar with the handling characteristics and proper steering and control system usage before attempting operation.

The features described in this section are standard or optional, depending on your model. Refer to **Standard Equipment** and **Optional Equipment**, in this section, for a list of features for this model.

PRECAUTIONS

Before You Start

Become familiar with the location and operation of all equipment. Have emergency plans in place. Be sure to perform a safety check before operating your yacht.

Fire/Explosion

Most fires are the result of fuel and oil accumulating in the bilge from careless fueling practices. Use the fire extinguisher at the base of the flames using a sweeping motion. Prudent and accurate use of the available chemicals should contain all but the worst fires. Verify that the fire has been extinguished. If so, check damage and get assistance immediately. If not, get out and swim at least 25 yards (23 meters) upwind from the yacht and use the visual distress signals to get assistance. Refer to *Section 2*, **Safety**, for additional information.

FIRST TIME OPERATION

⚠ WARNING

Avoid injury or death. Improper operation can be extremely hazardous. Read and understand this manual, the propulsion unit operator's manual and any other accessory or components of your yacht. Be sure that you understand all controls and operating instructions before attempting to operate the yacht.

Your safety, the safety of your passengers, and the safety of other boaters are among your responsibilities as operator of this yacht.

Your yacht must be in compliance with USCG safety equipment regulations.

You should know how to react correctly to adverse weather conditions, have good navigation skills and follow the "rules of the road" as defined by the USCG and state, county and local regulations.

We cannot stress enough the importance of reading your propulsion unit operator's manual and following the manufacturer's instructions for breaking in your engines.

Before each outing you should check all safety equipment, such as fire extinguishers, PFDs, flares, distress flags and flashlights. They should be operable, in good condition, readily visible and easily accessed.

FUEL

Depending on the engine propulsion system used in your yacht, different types of fuel (gasoline or diesel) may be required. Only use the fuel specified by the engine manufacturer for the engines in your yacht.

Gasoline Requirements

Cobalt fuel systems are designed to meet all current ABYC and NMMA regulations using gasoline with up to 10% ethanol.

⚠ WARNING

DO NOT use fuels containing methanol (methyl alcohol) or other fuels with more than 10% ethanol (ethyl alcohol) content such as E85, which contains 85% ethanol.

Fuel that contains more than 10% ethanol voids all warranties and will increase the risk of damage to the engine, fuel system components and will also lead to the following:

- Corrosion of metal parts
- Deterioration of plastic, rubber parts or permeation of fuel through rubber fuel lines
- Leaking fuel resulting in explosion and/or fire
- Starting and operating difficulties
- Potential damage to your engine

Fueling

Take care not to spill fuel. If fuel is accidentally spilled, wipe up all traces of it with dry rags and immediately dispose of the rags properly ashore. Spilled fuel may yellow the gelcoat finish and damage gunwale trim.

⚠ DANGER

Avoid injury, fire or explosion. Take all precautions every time you fuel your yacht, regardless of the fuel type. Certain fuel is extremely flammable and highly explosive under certain conditions. Fumes from rags can collect in bilge and be extremely hazardous. Operate the blowers for at least four minutes. Do not store rags used to wipe up fuel or solvent spills in the yacht. Dispose of rags properly ashore.

NOTICE: Prevent unwarranted engine damage. Use the recommended fuel type. Refer to your propulsion unit operator's manual.

⚠ DANGER

Avoid injury, fire or explosion. Fuels are extremely flammable and highly explosive under certain conditions.

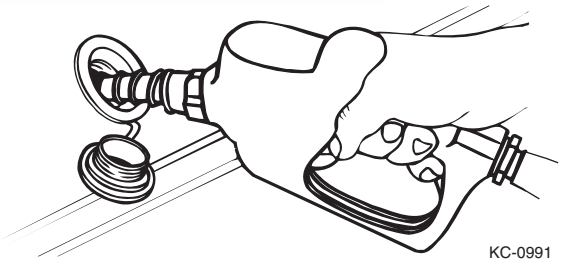
- **Stop engines, generators and any fuel-operated machinery.**
- **Do not smoke or allow open flames or sparks within 50 ft (15 m) of the fueling area.**
- **Avoid damaging fuel lines and connectors, and the contact of fuel on hot engine parts.**
- **Do not store fuel in any containers or compartments which are not designated for fuel storage.**
- **Clean up any spilled fuel immediately and dispose of rags properly ashore.**
- **Know the dangers associated with fuels.**

NOTICE:

- **Each time you refuel, inspect all fuel lines, hoses and connections for leaks and deterioration.**
- **The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into the water. Violators can be fined $5,000.00. We urge you to protect our fragile environment by avoiding any type of discharge, trash or litter into our waterways.**

When Fueling:

1. Know your fuel tank capacity. Be sure to have enough fuel to reach your destination. If departing for an extended cruise, know the availability of fuel along your route. Practice the One Third Rule: one third to reach the destination, one third to return and one third in reserve.
2. Avoid fueling at night, except under well-lighted conditions.
3. Moor your yacht securely to the dock. Know the location of the fire extinguisher in case of emergency.
4. Keep accurate records of your fuel consumption. A fuel log tracking fuel use over time will help determine average consumption.
5. Close all doors, hatches, windows and other compartments.
6. Extinguish cigarettes, pipes, and all other flame producing items.
7. Make sure all power is off, and do not operate any electrical switches.
8. Remove the fuel filler cap.
9. Close drain next to fuel fill.
10. Insert the hose nozzle and make sure nozzle is in contact with or grounded against fill opening. This will reduce the risk of static spark.



KC-0991

11. Add fuel in accordance with the propulsion unit operator's manual. Do not overfill, and allow enough room for fuel expansion.

The fuel cap is retained by a chain, to prevent losing the cap after it is opened. Be careful when fueling to avoid damaging the chain. If it breaks, have it replaced.

After Fueling:

1. Tighten the fuel fill cap using the fuel cap key. Wipe up any fuel spills.
2. Open drain next to fuel fill.
3. Open all windows, hatches, doors and compartments.
4. Check all fuel lines, hoses and connections for leaks and deterioration.

LAUNCHING

Launching Checklist

Federal and local laws require certain safety equipment to be onboard at all times. In addition, responsible boaters carry other equipment in case of an emergency. Check with local boating authorities for any additional requirements over and above federal requirements.

For maximum enjoyment and safety, check each of these items BEFORE launching:

- Have enough personal flotation devices for every person onboard.
- Be sure the steering system operates smoothly and properly.
- Verify the amount of fuel in the fuel tanks.
- Verify the batteries are fully charged.
- Check weather conditions.

- Be sure the lights, horn, bilge pumps and other electrical equipment are in proper operating condition.
- Be sure the fire extinguisher, signaling devices and other emergency gear are onboard and in proper operating condition.

On the Water

Start your engines before casting off. Remember, the yacht turns from the stern. Allow plenty of space between the yacht and the dock before trying to move away.

Boarding

When boarding the yacht, always step on. Do not jump. Avoid stepping on fiberglass or other potentially slippery surfaces. Board one person at a time.

Do not board the yacht while carrying gear. Set the gear on the dock, board the yacht and then pick up the gear.

Loading

Do not overload your yacht. The performance of your yacht is dependent on load weight and distribution.

Maximum capacity for the tender with fluids, chocks and cradle is 700 lbs (318 kg) on the swim platform.

- Do not overload the swim platform.
- Securely stow all extra gear in stowage areas to prevent load shifting. Do not stow gear on top of safety equipment; safety equipment must be quickly accessible.
- Do not use any other part of the yacht for boarding the yacht from the water; use the boarding ladder. Make sure the engines are off when swimmers and divers are boarding or near the yacht.

Overloading of passengers, personal equipment and supplies could result in an accident, especially in rough waters. Maintain a balanced load at all times.

Shipshape

Keep the weight distributed evenly. Store all gear in secure areas. Safety equipment must be immediately accessible at all times.

⚠ DANGER

Avoid injury or death. All passengers should be carefully seated while the yacht is moving. Do not sit on the bow, bow pulpit, deck, gunwale or sundeck pads when the yacht is moving.

GETTING UNDERWAY

There are many things to consider when planning a safe and enjoyable yachting trip.

You are responsible for the safety of all passengers, the yacht and any damage the yacht or its wake may cause. Keep passengers from blocking your view so that you do not run into other boats, swimmers, water skiers, personal water vehicles or aids to navigation.

Before Starting Checklist

The following checks are essential to safe boating and must be performed before starting the engines. Get into the habit of performing these checks in the same order each time so that it becomes routine.

Pre-Operation:

- Make sure you checked all the safety items listed in Cobalt Check List, in this section.
- Refer to *Section 6,* **Before Every Use.**
- Refer to **Launching Checklist**, in this section.
- Refer to Electrical Systems handbook.
- Test operation of carbon monoxide detectors.
- Check seawater strainers for leaks and accumulation of debris.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leaks and damage.
- Check that the steering system operates properly.

⚠ DANGER

Avoid injury or death. Do not operate the yacht if any problem is found during this inspection. A problem could lead to an accident when using an unsafe yacht. Immediately have any problem attended to by your authorized Cobalt dealer.

During Operation:

- Check gauges or engine monitoring systems frequently for signs of abnormal operation.
- Check that steering, shift and throttle controls continue to operate smoothly.
- Check for excessive vibration.
- Monitor your fuel supply.
- Verify batteries are charged.

After Yachting:

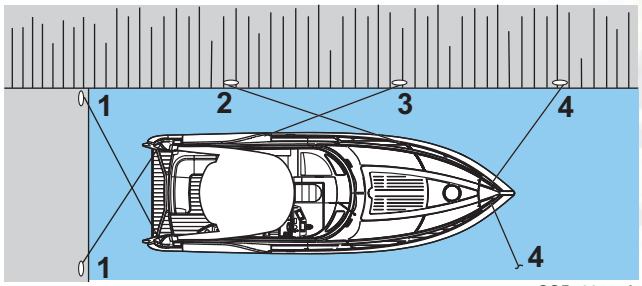
- Remove the ignition keys, if equipped.
- Stow and secure all equipment.
- Pump bilges dry with manual switch.
- Check for fuel, oil and water leaks.
- Clean any spills, stains or moisture from the yacht. Inspect sea strainers.
- Remove any food, garbage and wet gear from the yacht.
- Secure lockers, hatches and canvas as equipped.
- Refer to Electrical Systems handbook for storage procedures.

Axius Propulsion System Operation

If your Cobalt yacht is equipped with the Axius Propulsion System, pulling away from the dock, maneuvering and docking can be controlled by the Axius system. Refer to the Axius propulsion operator's manual for more detailed operation of the system.

Handling Dock and Mooring Lines

Be sure to use enough fenders to protect your yacht from damage. Only use good quality double-braided nylon line. Protect your yacht's finish by using chafing protectors on the lines. Only use the cleats to secure your yacht. Do not use the handrails or windshield. If possible, tie up your yacht with the bow toward the waves and leave a little slack in the lines to allow for some wave movement or tidal action.



COB_0255_A

1 – Stern Line
2 – Forward Quarter Spring
3 – After Bow Spring
4 – Bow Line

Use your dock lines to help maneuver the yacht near the pier and to secure it. Use the following information to secure your yacht to a pile or dock cleat:

The bow line is fastened to the bow cleat and is pulled forward at about a 45° angle. This line keeps the yacht from moving astern.

The stern line is fastened to an after cleat and pulled astern at about a 45° angle. This line keeps the yacht from moving forward.

The spring lines can help you control the yacht when leaving a dock. Be sure to use spring lines when boating in waters where the tide movement is significant. The forward quarter spring line is fastened to a forward cleat and heads aft. The after bow spring is fastened to a stern cleat and heads forward.

Starting/Shifting/Steering/Stopping

Your Cobalt yacht is equipped with a warning system that will sound an alarm if an engine problem develops. The horn may emit a short chirping sound during starting to verify operation. If the warning horn sounds when operating the yacht, IMMEDIATELY throttle back to idle speed and shift into the NEUTRAL position. IMMEDIATELY check the gauges and stop the engines.

NOTICE: Continued operation after the warning alarm has sounded may cause severe engine damage.

Carbon Monoxide Detectors, if equipped

Avoid the possibility of injury or death from exposure to carbon monoxide (CO). All gasoline and diesel engines and fuel burning appliances such as heaters, stoves and generators produce carbon monoxide (CO). CO is colorless, odorless and dangerous. Direct and prolonged exposure to CO will cause brain damage or death. Signs of exposure to CO include nausea, dizziness, drowsiness, ears ringing, headaches, unconsciousness and cherry red skin color. Avoid exposing your passengers and yourself to carbon monoxide. Test the carbon monoxide detector operation before each trip, at least once a week and after the yacht has been in storage. Do not tamper with the operation of the carbon monoxide detector. It is installed for your safety.

Carbon monoxide poisoning should not be confused with seasickness, intoxication or heat stress. If someone complains of irritated eyes, headache, nausea, weakness or dizziness, or you suspect carbon monoxide poisoning, immediately move the person to fresh air, investigate the cause and take corrective action. Seek medical attention if necessary.

Starting the Engines

⚠ DANGER

Avoid death, injury, fire or explosion. Operate the blower for at least four minutes each time you start the engines.

In addition, the blower should be operated continuously when at idle and during slow speed operation.

Cobalt Check List

For maximum enjoyment and safety, check each of these items

BEFORE you start your engine:

- PERSONAL FLOTATION DEVICES (One for every person onboard?)
- STEERING SYSTEM (Working smoothly and properly?)
- FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- BATTERY (Fully charged?)
- ENGINE (In the NEUTRAL position?)
- WEATHER CONDITIONS (Safe to go out?)
- ELECTRICAL EQUIPMENT (Lights, horn, pump, VHF, etc.?)
- EMERGENCY GEAR (Fire extinguisher, anchor and line, signaling device, tool kit, etc.?)

RECOMMENDED SAFETY RULES

- REMAIN SEATED WHILE UNDERWAY.
- DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING.
- TURN OFF MAIN ENGINES WHILE RE-FUELING.
- TURN OFF ENGINES WHEN SWIMMERS ARE NEAR THE YACHT.

After launching and pre-start checks and procedures have been followed, the engines can be started. Please refer to the propulsion unit operator's manual and Electrical Systems handbook for additional starting procedure information.

Shifting/Running

CAUTION

Avoid injury, swamping the yacht or taking water in over the transom. Go slowly when traversing in reverse.

Follow these guidelines when shifting your yacht:

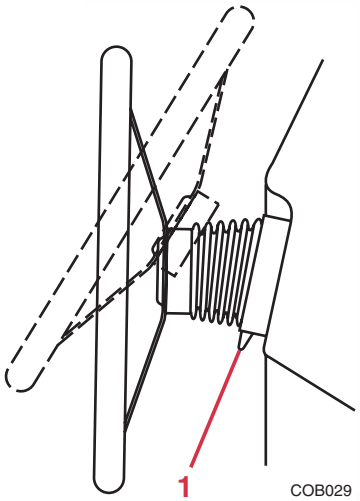
- Pause in the NEUTRAL position before shifting from forward to reverse, or reverse to forward.
- Avoid shifting into reverse while the yacht is traveling forward at speed.
- Keep the control area clean and clear of obstructions.

Steering

⚠ DANGER

Avoid injury or death. The steering system is the most important system in the entire yacht from a safety standpoint. Propeller torque, trim setting, water condition and yacht speed affect the steering. Constant attention to the steering system is required for safe operation. Have the system inspected and maintained on a quarterly basis by a qualified service technician.

Your Cobalt yacht is equipped with a tilt steering wheel. Adjust the tilt position by pressing the lever and adjusting to a comfortable position.



1 – Release Lever

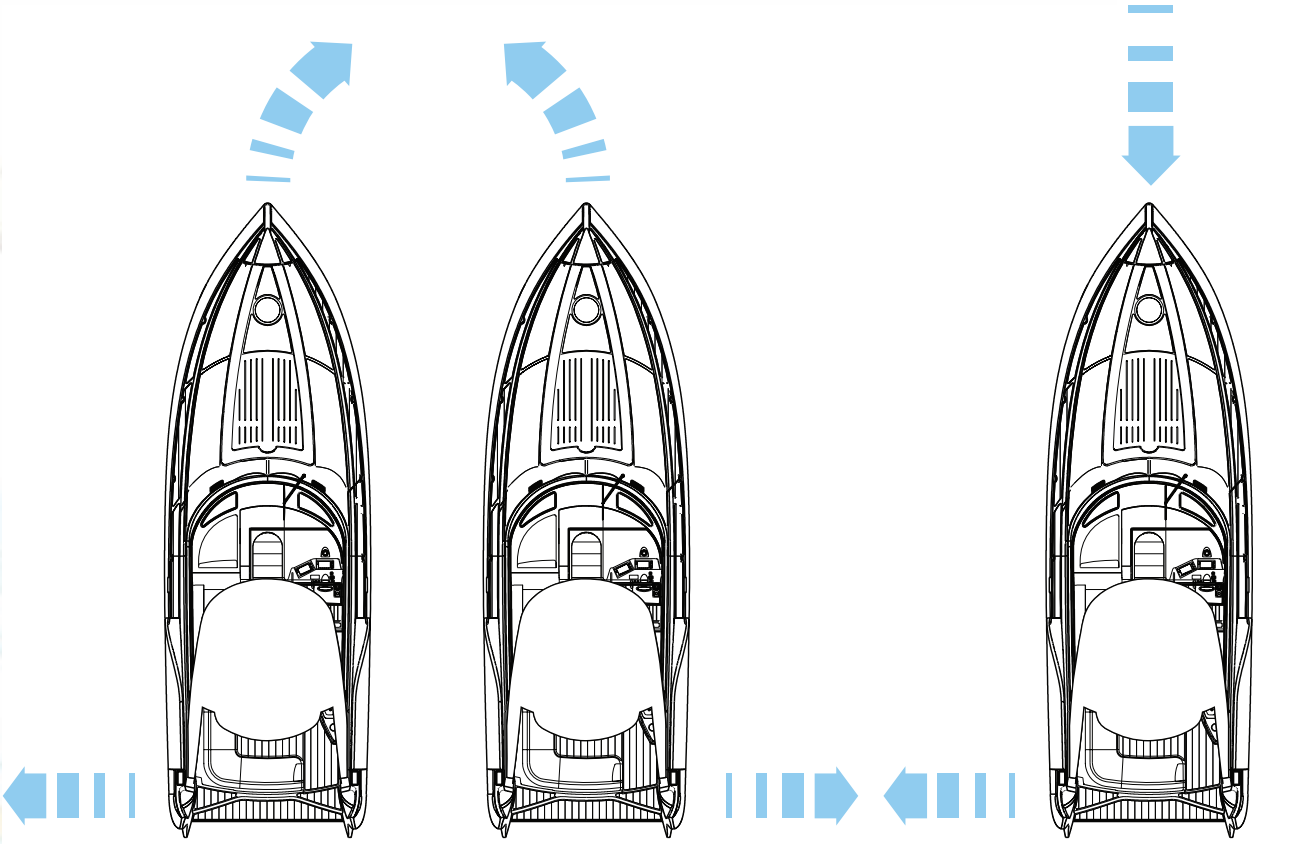
⚠ WARNING

Avoid loss of control and/or injury. Do not adjust the steering wheel tilt position while the yacht is moving. Sudden yacht movement may cause loss of balance resulting in loss of control.

The steering system must be working correctly and properly maintained. Be sure to:

- Keep mooring lines, tow lines and other obstructions clear of the steering system.
- Keep the steering system's moving parts clean and lubricated.
- Regularly inspect the steering system for kinks, damage and corrosion.

Refer to **Basic Maneuvering**, in this section, for additional steering information.



RIGHT TURN
Turn wheel to right, Stern will move to left.

LEFT TURN
Turn wheel to left, Stern will move to right.

BACKING TO LEFT
Turn wheel to left, Stern will pull to left.

COB_0192_A

Stopping the Engines

⚠ WARNING

Avoid creating a hazardous condition. Do not use the engine stop switch and lanyard for normal stopping of the engines. Using the stop switch will impair your ability to restart the engines quickly if a hazardous situation arises.

1. Slowly bring the throttle levers to the IDLE position.
2. Make sure the transmissions are in NEUTRAL.
3. After operating at high speeds, allow a 2-3 minute engine cool-down period at low idle.
4. Turn the ignition OFF.

NOTICE: If any problems are encountered during the outing, have your yacht inspected by your authorized Cobalt dealer and request any necessary repairs before your next outing.

Leaving

Use caution when casting off. Wind, water conditions and other boat traffic will affect your yacht's movement. Move slowly and:

- Be sure the engines are warmed-up before casting off.
- Have enough space between the yacht and the dock to allow you to swing the yacht's bow away from the dock. The yacht's stern will move toward the dock as the bow moves away. Allow for enough room or the stern will hit the dock.
- Retrieve all mooring lines and fenders.
- Proceed slowly. Sound a long blast to alert other boaters that you are departing.

When leaving a mooring, you should already have enough space around the yacht to maneuver. Untie from the mooring and move back slowly until you can see it. Proceed slowly while giving the buoy wide clearance.

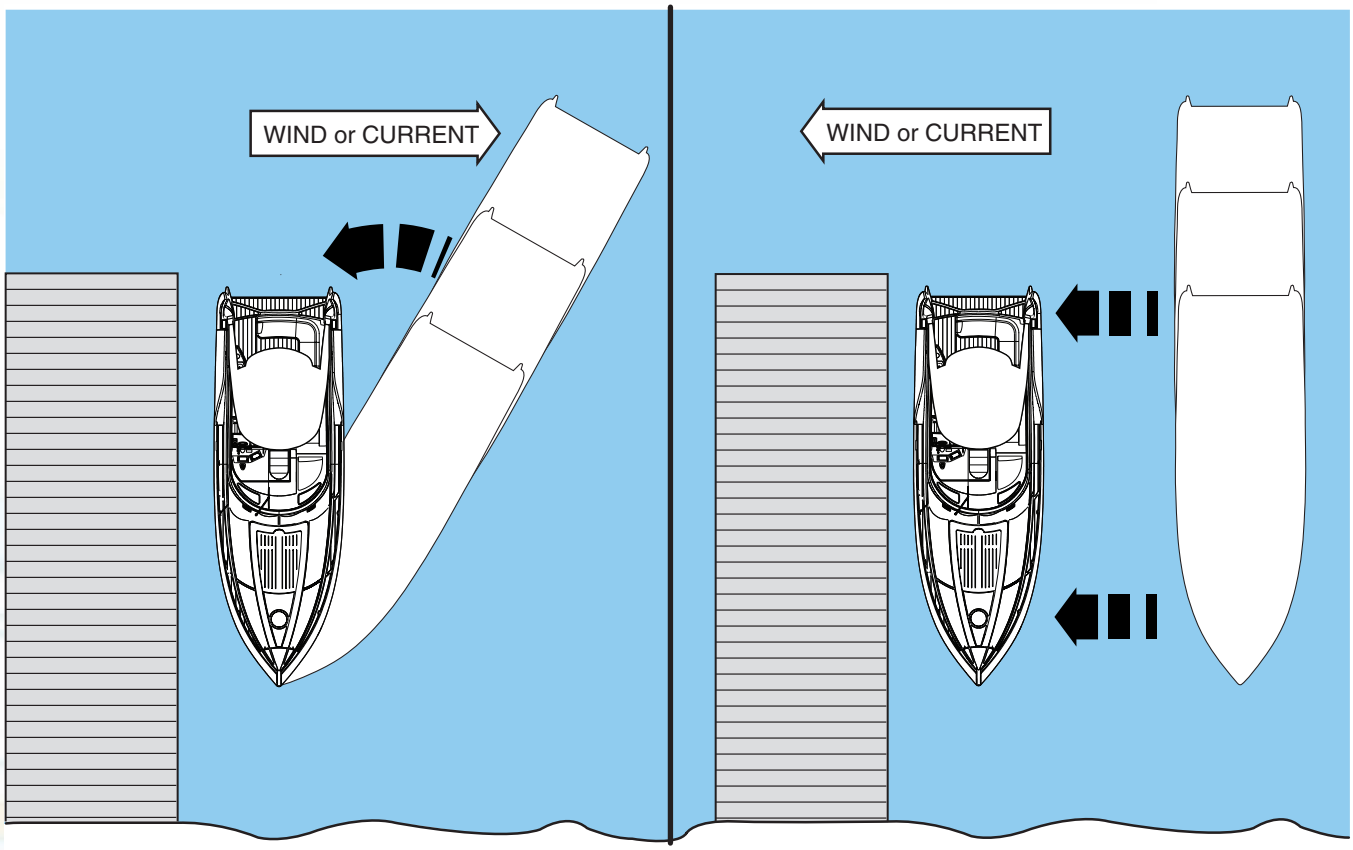
Returning

⚠ WARNING

Avoid injury. Do not use your hands, arms or another part of your body to attempt to keep the yacht from hitting the dock.

Approach a dock slowly and use caution. Plan your maneuvers ahead of time. Allow wind and current movement to help maneuver your yacht.

Be sure to read **Basic Maneuvering**, in this section.



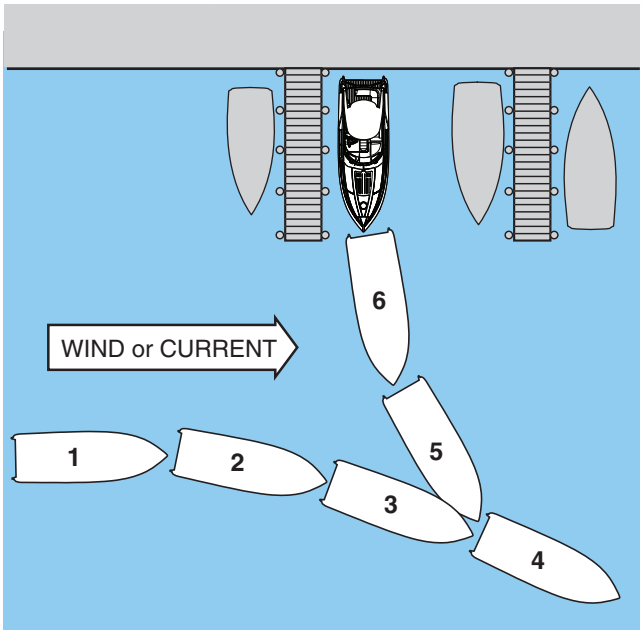
COB_0193_A

Docking

Follow these guidelines when docking:

- Come to a stop a short distance from the dock, then proceed slowly.
- Have your fenders, mooring lines and the crew ready.
- Observe how the wind and current are moving your yacht. Approach the dock with the yacht pointed into the wind, if possible. If the wind or current is pushing you away from the dock, use a sharper angle of approach. If you must approach the dock downwind or down current, use a slow speed and shallow angle. Be ready to reverse in order to stop and maintain position.
- If there is no wind or current, approach the dock at a 10° to 20° angle.
- If possible, throw a line to a person on the dock and have that person secure a bow line. If no one is on the dock, maneuver as close as you can, then secure any line to a piling or dock cleat.
- With the bow secure, swing the stern in using engine thrust, or pull it in with a boat hook.

Approaching a Slip



COB_0194a_A

This maneuver is similar to backing an automobile into a garage or parking space. All the above can be completed using the joystick control. Refer to the Axius propulsion operator's manual for more detailed operation of the system. When approaching a slip:

- When possible, maneuver against the wind and current, not with them.
- Have fenders, mooring lines and the crew ready.
- Secure the mooring lines and stop the engines.

Approaching a Mooring

COB_186_A

1 – Mooring Buoy

The only buoys you are permitted to moor to are mooring buoys. Mooring to a navigation buoy or other navigational aids or regulatory marker is illegal.

Approach a mooring buoy by heading into the wind or current. Observe the direction of other boats that already lie at mooring buoys. Since they are heading into the wind or current, approach your buoy at the same heading.

- When you think you can move enough forward without using your engines, shift to the NEUTRAL position.
- Have a crew member positioned on the bow with a hook to retrieve the mooring line. At that point, the crew member should be guiding your maneuvers toward the buoy.
- Turn off the engines after the mooring line is attached to the yacht.

Basic Maneuvering

Techniques

Wandering is a characteristic of all deep V-hulls at slow speed. There is no cure for wandering; however, a very basic operational technique can be applied which will minimize this characteristic.

If the steering wheel is moved back and forth to compensate for wandering, invariably, the situation will be magnified. If the steering wheel remains in a centered position, the yacht will wander back and forth slightly; however, the overall course of the yacht will be a straight one.

Trim

Yacht trim while on plane is influenced by three factors:

1. Load weight
2. Load distribution
3. Trim tab position

Determining best yacht trim while underway takes time and experience. Trim angle can be adjusted by using the trim tabs (mounted on the transom) and/or with propulsion drive angle. The trim tab control switches are located at the helm console and the drive trim controls are located on the shift/throttle control handles. It is best to experiment with different trim combinations to find the suitable trim angle for the operating conditions.

Load Distribution

The performance of your Cobalt yacht depends on load weight and distribution.

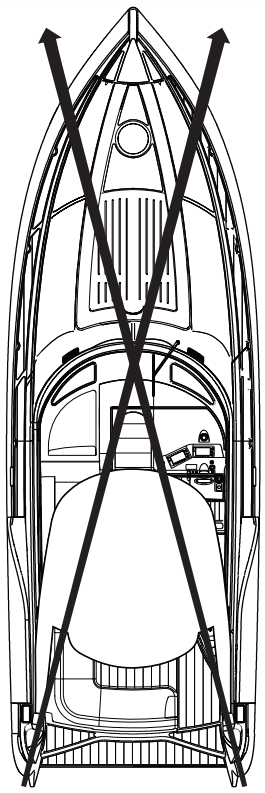
Distribute weight evenly, from bow to stern, and also from port to starboard.

Trim Tabs

Your Cobalt does include indicators on the Smart Craft screen to show position of the tabs and drive units.

Water is deflected and redirected as the trim tabs are raised and lowered. This change in the water flow creates upward pressure under the tabs, and raises the stern. When the stern raises, the bow is lowered. Likewise, lowering the port tab will cause the port stern to raise, making the starboard bow lower.

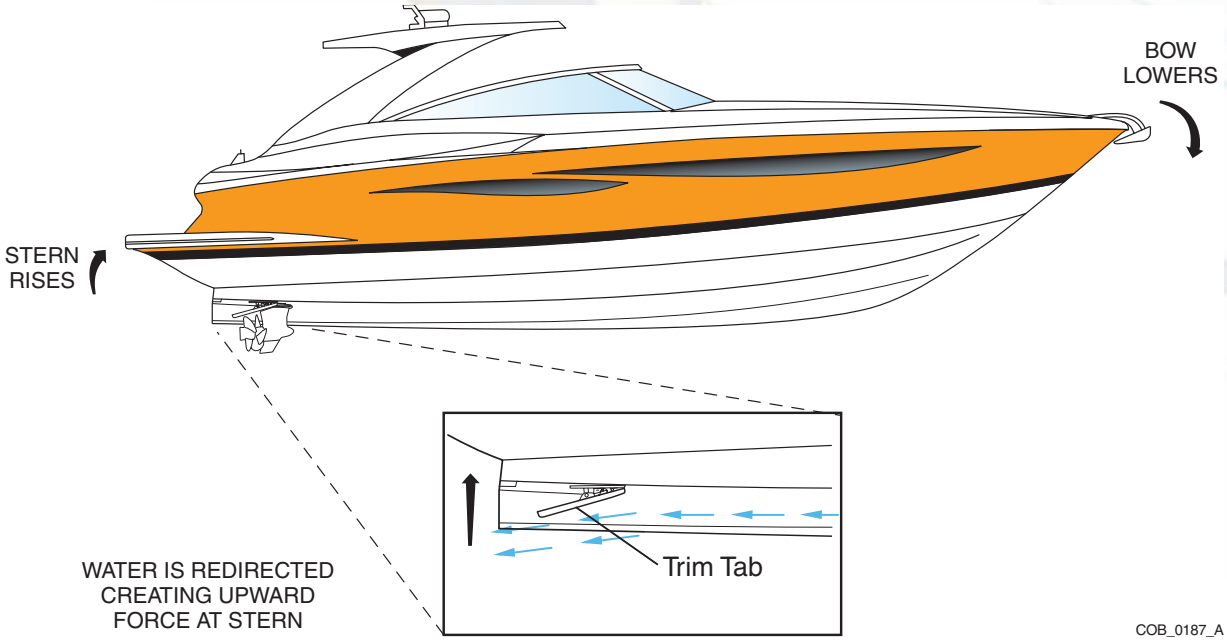
Using trim tabs will compensate for uneven weight distribution, listing, water conditions and other factors that cause inefficient operation.



PORT TAB LOWERED
- PORT STERN RISES
- STARBOARD BOW LOWERS

STARBOARD TAB LOWERED
- STARBOARD STERN RISES
- PORT BOW LOWERS

COB_0195a_A



COB_0187_A

⚠ DANGER

Avoid injury or death. Use the trim tabs slowly to adjust trim. Adjustments are not immediate. Improper use of the trim tabs at high speeds can cause an accident.

Slow Speed Operation

Operation at slow speeds can be acomplished with greater persicion, if your yacht is equipped with the Axius control system. The Axius control system is a “drive-by-wire” system. Your owner’s packet contains detailed operating instructions.

High Speed Operation

⚠ DANGER

Avoid injury, death or property damage. Sudden turns may cause loss of control. When crossing another boat’s wake, throttle back to prevent damage to your yacht and/or injury to its occupants. Also, damage to the yacht could take place causing a hazardous condition.

When operating any boat at high speed, exercise a great deal of caution. This is particularly true during turns. Gradual turns can be completed at high speed by a competent driver, but it must be emphasized that sudden turns at any speed, and particularly at high speed, can be especially dangerous. It is possible to throw passengers from their seats and even from the boat if caution is not exercised. Remember, common sense is the rule for safe boating.

We recommend that you have 10 hours of experience with the yacht before any full throttle operation. Do not operate your yacht until you are completely experienced with its handling characteristics. The following are some guidelines for performance operation.

- Keep bottom of the hull clean and free of barnacles and other growth. Growth on the hull can slow the yacht down considerably.
- Prepare the yacht. Be sure all gear is properly stowed and compartments are latched.
- Weight distribution affects performance. Keep weight in the yacht to a minimum and evenly distributed.
- The propellers should be of the proper pitch to turn the recommended RPM rating for the engine with an average yacht load. Refer to your propulsion unit operator’s manual for additional information.

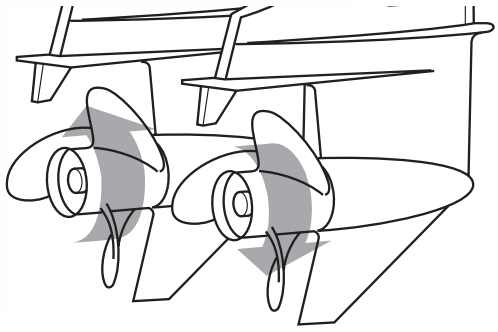
⚠ DANGER

Avoid injury, death or loss of control. Keep one hand on the steering wheel and the other on the throttle controls at all times. If the yacht begins to operate in an unsafe way, pull back on the throttles.

High-speed operation on smooth water is very stable, but quick reactions and adjustments are needed to maintain control. Know your limits and stay within them. Keep one hand on the steering wheel and the other on the throttles; constant adjustments are necessary for rapidly changing conditions. Small inputs of throttle, steering and trim movement are exaggerated at high speeds. Keep watch well ahead so that you have enough time to react.

Twin-Engine Operation

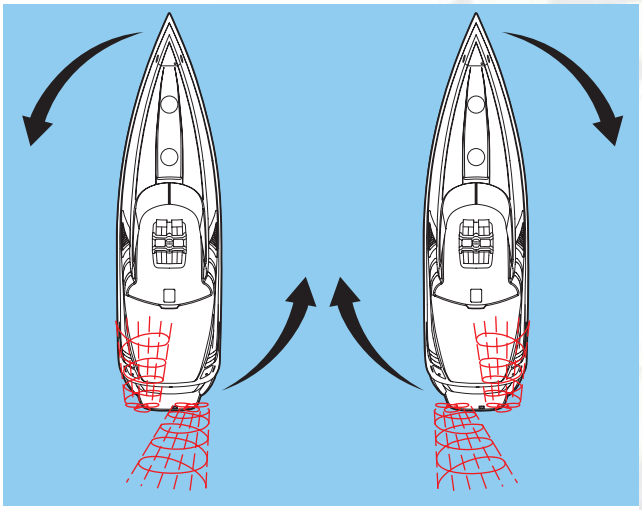
Your Cobalt yacht is equipped with twin engines. One proppeller turns clockwise and the other turns counterclockwise. This operation balances propeller torque which helps maintain an even keel while underway.



KC-2340

Reverse thrust of the engines is used to slow and stop the yacht. The yacht's momentum will vary according to load, speed and water condition. Slow the engine speed to an idle, shift to the NEUTRAL position and pause before shifting to REVERSE. Refer to your propulsion unit operator's manual for additional information concerning shifting.

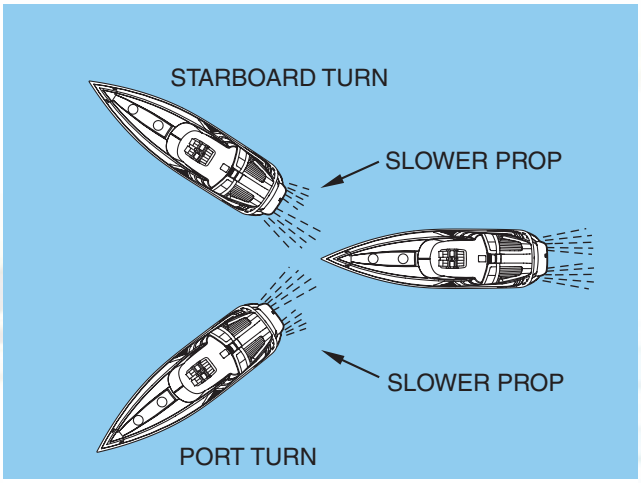
When operating your Cobalt yacht at low speeds, use propeller thrust to maneuver the yacht; do not just turn the drive units. This enables you to maneuver in a smaller area and have more control of the yacht. This technique is a combination of propeller direction, engine thrust and steering wheel maneuvers.



COB 0070 A

To make sharp and close quarter turns:

- Slow engine speed to an idle, shift to the NEUTRAL position and pause, then shift to the REVERSE position. This practice will help prevent damage to your drive units.
- Reverse the direction of the propeller on the side you want to turn. For example, if you want to turn starboard, shift the starboard engine into the REVERSE position. The forward speed of the port engine, along with the reverse rotation of the starboard propeller, will pivot your yacht into a starboard turn.
- Practice using the throttle levers to control the yacht. Try maneuvers in open water before attempting them near docks or other boats.
- Use a quick "burst" of your throttles to control the yacht. Keep in mind that once the yacht starts to move, momentum will carry through.



COB_0071_A

It is best to learn maneuvering skills in open water away from traffic. Adequate practice is the only way to develop your yachting skills.

Anchoring

⚠ WARNING

Avoid injury, death or swamping. Anchor from the bow, not from the stern. A strong current can pull a yacht underwater, anchored by the stern, and keep it there.

Be sure the anchor is adequate for your yacht. Use caution when anchoring. Look for signs of underwater pipes or cables. With the engines off, you have no control of the yacht. Water and wind conditions will affect an anchored yacht. Be sure the anchor will hold before leaving the yacht.

There are many types of anchors available on the market. The choice of one anchor over another depends on many factors. An anchor will usually hold best in a mixture of mud and clay or in hard sand. A Danforth anchor is recommended for general boating. For more information on anchors, contact your authorized Cobalt dealer.

The windlass anchoring winch gets its power from the 12 V DC system. The windlass can be operated at the driver's helm (indicator light must be illuminated) or from the foredeck. There are foot-operated switches located under the anchor locker door.

The windlass system can also be operated manually. A crank handle is located under the seat at the dinette table storage location.

Please consult the operator's manual supplied with the windlass system for proper operation of the system in the electric and manual modes.

The windlass circuit breaker, located on the battery switch panel aft of the cockpit on the port side, must be in the ON position. When not in use, turn the circuit breaker to the OFF position.

⚠ WARNING

Avoid injury and/or property damage.

- **Keep hands, feet, loose clothing and hair well clear of the winch and rope/chain during operation.**
- **Keep clear view of the winch when operating it.**
- **Run the engines of the yacht while raising or lowering the anchor. Not only is this a safety precaution, it also prevents draining of the batteries.**
- **Secure the anchor with chainstop or securing device when operating the yacht at high speed, in heavy weather or while transporting.**
- **Turn the WINDLASS switch off when the winch is not in use and before leaving the yacht.**

Use caution when anchoring. Look for signs of underwater pipes or cables. With the engines off, you have no control of the yacht. Water and wind conditions will affect an anchored yacht. Be sure the anchor will hold before leaving the yacht.

Lowering

Bring the yacht to a stop with the bow facing into the wind or current. Lower the anchor. On dash control, place safety switch in the ON position.

Press and hold the toggle switch down to pay out sufficient chain to set the anchor.

Setting

When the anchor hits bottom, slowly back up the yacht, keeping tension on the line. The anchor line should be five to seven times the depth of the water.

Weighing

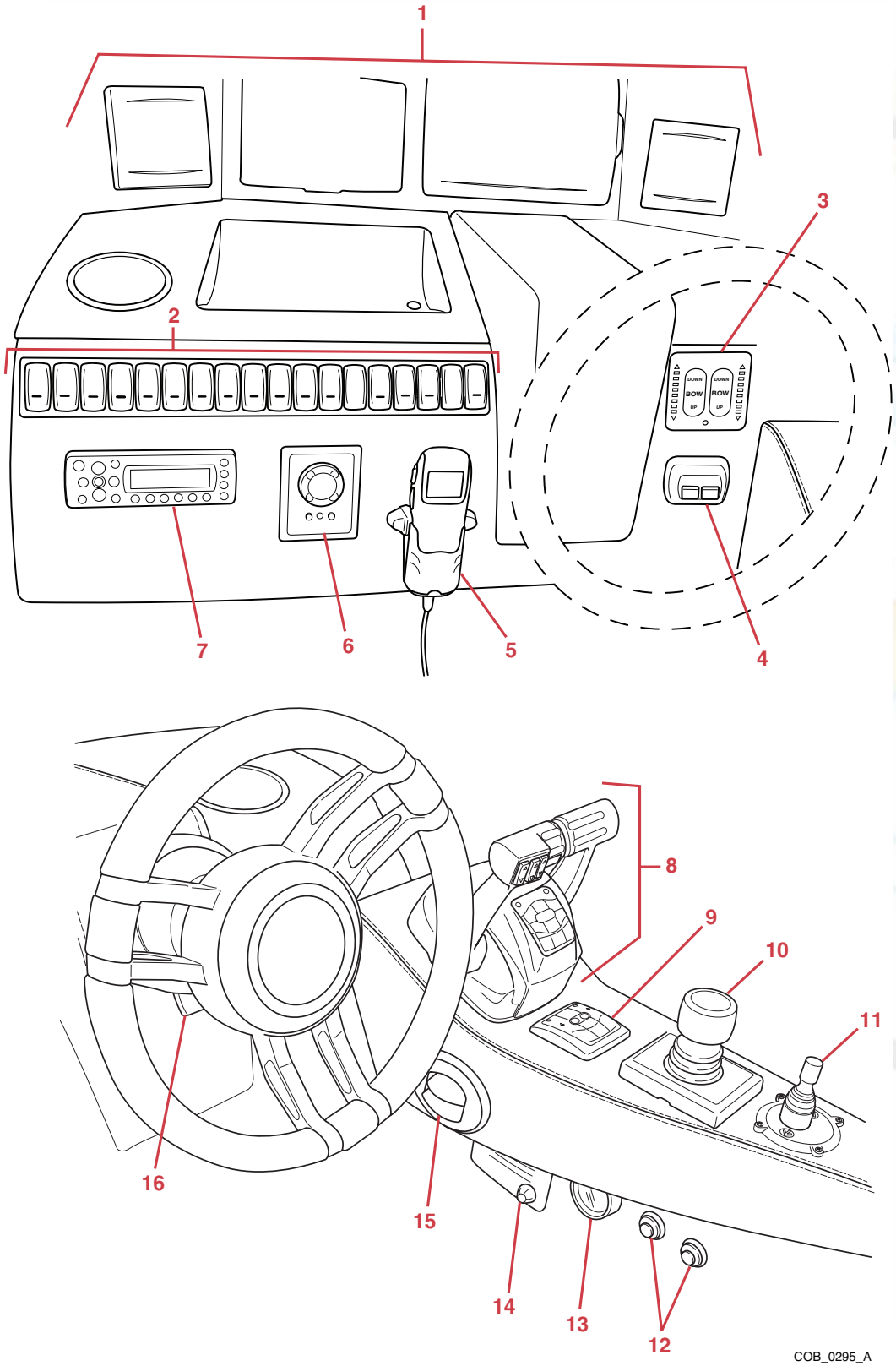
To weigh (retrieve) the anchor, start the engines and slowly move forward. Press the toggle switch up while taking in anchor line as you go. Carefully retrieve the last meter (36 inches) of chain, then seat the anchor in the bow fitting. Secure the anchor with chainstop or securing device.

Refer to the windlass operator's instructions for additional operating information.

Towing

Cobalt Yachts does not recommend towing your yacht. If a towing need arises, enlist a professional towing service to tow your yacht.

HELM AND INSTRUMENTATION



Your Cobalt yacht helm will monitor and provide operation of the yacht functions. Engine monitoring systems will monitor functions of the engines and provide precise readings and indications. Refer to the engines monitoring systems user's manual supplied in your owner's packet for operating information. Some models are equipped with gauges. The gauges are illuminated for night operation. When the switches are activated, the LEDs will illuminate if the switch is ON.

On occasion, a small fluctuation in a gauge reading is not unusual. If an instrument reading is outside the normal or recommended ranges, determine the cause or see your authorized Cobalt dealer. Refer to the engine operator's manual for normal recommended ranges.

⚠ WARNING

Avoid the risk of injury, death or equipment damage. If the safety of you or others depends on running the engine during an abnormal condition, make the right decision on saving equipment or lives. Do not jeopardize the safety of you or others to protect your yacht.

1. Yacht Propulsion and Navigation Electronic System Displays - Depending on the optional electronic equipment included with your yacht, the helm console may include but is not limited to include such systems as Mercury Smart Craft, water depth and temperature, vessel speed and odometer, GPS, navigation chartplotter, auto pilot, radar and fish finder.

For detailed operation instructions on this equipment or equipment that may be installed but not mentioned here, refer to the applicable operator's manual in your owner's packet.

2. Helm Switches and Functions

FWD/AFT BILGE - FWD (Forward Bilge Pump), AFT1 (Fwd Aft Bilge Pump), AFT2 (Aft Bilge Pump). These switches manually control the designated bilge pump.

BLOWER - Run the bilge blower for a minimum of four minutes before starting the engine. The blower can be manually turned on or off with the switch at the helm. The purpose of the blower is to remove explosive fumes from and circulate fresh into the engine compartment.

WIPER - Activates the windshield wiper.

WASHER - (Windshield Washer) Sprays windshield washer fluid.

OVERHEAD / HELM / COCKPIT / ENGINE COMPARTMENT and UNDERWATER Light Switches - These switches operate the designated lights within the yacht.

HORN - This switch activates the horn. Press the switch to activate.

NAV/ANC (Navigational Lights) – This three-position switch activates the navigational (running) lights and the anchor light.

NOTICE: Operate the boat between sunset and sunrise using your navigational lights. Navigational lights are legally required to indicate direction and right-of-way at night.

Navigational Lights - You must use your navigational lights (running lights) when operating your yacht between sunset and sunrise, and when day time visibility is limited. Also, check with the local authorities before operating your yacht for other requirements concerning the use of navigational lights.

The navigational lights are identified by a red light on the port side of the vessel, a green light on the starboard side and the all-around white light on the hardtop.

All boats at anchor or moored must display a proper white anchor light. The anchor light is the white light located on the top of the hardtop. The anchor light must be visible from 360°.

WINDLASS ON/OFF - Provides power to the windlass system.

▲WINDLASS / ▼WINDLASS - Windlass Up/Down Operation. The windlass system can be electronically operated from the helm. For operation of the windlass system, refer to Anchoring, in this section.

ENGINE - ▲HATCH / ▼HATCH - Engine Hatch Switch, activates the engine compartment hatch electronic lift system.

EMERGENCY START - This switch should be reserved for emergency start situations only. In the event of an engine not cranking over due to a low battery, activate this switch to provide temporary power to allow the engine to start.

ACCY (Accessory) - Depending on the installed equipment in your yacht, the switch panel may have this switch available to operate a switched accessory item. When the switch is pressed, the accessory will receive power.

NOTICE: DO NOT connect an accessory drawing more than 10 amps to the accessory switch. A hazardous situation or damage to the electrical system can occur.

3. **Trim Tab Switches** - The left switch controls the port trim tab and the right switch controls the starboard trim tab.

4. **Mercruiser Engine Start/Stop Switches (Optional)** - The left switch controls the port engine start and stop function and the right switch controls the starboard engine start and stop function.

5. **VHF Marine Radio** - Allows communication between boats and between a boat at sea to public and private shore stations. For operating information, refer to the VHF radio owner's manual in your owner's packet.

6. **Search Light Remote Control** - Electrically controls the search light from the helm. For operating information, refer to the search light owner's manual in your owner's packet.

7. **Entertainment System Control** - Helm mounted entertainment control panel for adjustment and control of stereo system functions. For operating information, refer to the stereo system owner's manual in your owner's packet.

8. **Throttle/Shift Controls**

NOTICE: Do not shift too quickly from forward to reverse. Damage to the engines and transmissions can result. When shifting from forward to reverse, pause in neutral until the engines are at idle speed and the yacht has slowed. Your Cobalt yacht is equipped with a safety switch for "start-in neutral-only."

Always keep one hand on the steering wheel and the other on the throttle levers at all times. The following information relates to the general description about your controls.

Your controls have individual levers for each engine's throttle/shift control. The port lever controls the port engine and the starboard lever controls the starboard engine. If the engines are shut down above idle, return the throttle controls to idle before starting the engines.

Depending on the optional equipment installed in your yacht, the propulsion control system may include an optional Mercruiser Axius Control System. The control panel for the Axius system may be integrated into the throttle/shift binnacle control unit. For detailed operation instructions, refer to the Mercruiser Axius Control System operator's manual in your owner's packet.

Depending on the optional equipment installed in your yacht, the propulsion control system may include integral drive unit trim switches. These trim switches control the drive unit trim angle. For detailed operation instructions, refer to the specific control system operator's manual in your owner's packet,

For all specific throttle/shift and related control operation information, refer to the engine operator's manual or the specific control operator's manual in your owner's packet.

9. Axius Skyhook Navigation System (Optional) - Refer to the Axius Skyhook operator's manual in your owner's packet, for operation instructions.

10. Axius Propulsion System Joystick - Refer to the Axius Drive System operator's manual in your owner's packet, for operation instructions.

11. Bow Thruster Joystick (Optional) - This joystick controls the ON/OFF power and directional control of the bow thruster. To activate the bow thruster system, the bow thruster battery switch located in the engine compartment, must be turned ON. Refer to the bow thruster operator's manual in your owner's packet, for operation instructions.

12. Engine ON/OFF Switches - Each engine has an ON/OFF key switch. The left switch controls the port engine and the right switch controls the starboard engine. Refer to the engine operator's manual in your owner's packet for specific engine starting and stopping procedures.

13. Automatic Fire Suppression Override and Monitor - This control allows you to monitor fire suppression system charge level and override the automatic fire suppression system in case of emergency. Refer to the fire suppression system operator's manual in your owner's packet for operation instructions.

14. VHF Radio Speaker - For operating information, refer to the VHF radio owner's manual in your owner's packet.

15. Cockpit Air Conditioner/Heater Duct - This air duct is adjustable and can be opened or closed. Refer to the air conditioner/heater owner's manual in your owner's packet for operation procedures.

16. Tilt Steering Release Lever - Adjust the steering wheel tilt position by pressing the lever and adjusting to a comfortable position.

Additional Controls and Switches

Depending on the optional equipment installed in your yacht, the following features may not all be included on your yacht.

Compass - To aid in navigation, your Cobalt yacht has a compass mounted at the helm. Refer to the compass user's manual supplied in your owner's packet for operating information. The compass may require to be compensated; consult your Cobalt Dealer for further information.

STANDARD EQUIPMENT

FEATURE	PAGE
Dash and Instrumentation	
Compass	
Depth Sounder	
Digital Instrumentation Displays (x2)	
Full Switchgear, illuminated, waterproof	
GPS Chartplotter, radar capable	
Hydraulic Steering	
Leather, Tilt Steering Wheel	
SmartCraft Engine Monitor Sys. w/LCD Display	
Audio Visual/Stereo	
Digital Stereo 5.1 Surround w/amp & subwoofer	
Flat Screen TV, 26 inch wide format	
Stereo remote, Helm	
TV Cable Inlet, Transom	
iPod/MP3 Port	
Exterior	
Anchor Strike Plate, Stainless Steel	
Arch, Integral Fiberglass w/Bimini	
Bottom Paint, Black	
Fender Storage, Transom Box	
Hull Windows, Bonded Acrylic	
Integral Swim Platform	
Stainless Steel Bow Rails	
Stainless Steel Windshield Cap	
Transom Shower, Hot & Cold	
Watertight Engine Hatch w/Electric Actuator	
Windlass w/Anchor, chain & 250' Line	
Interior, Cabin & Cockpit	
Cabin Dinette Table, Walnut	
Cockpit Dinette Table, Teak	
Cockpit Galley w/Stainless Steel Sink	
Granite Galley Counter Tops	
Hanging Lockers, cedar lined, auto light	
Head Compartments w/Shower	
Anchor and Navigation Lights	
Cabin Overhead lighting	
Cockpit lighting	

FEATURE	PAGE
Microwave, in-cabinet mounted	
Porcelain Electric Head w/macerator	
Porcelain Sinks w/designer faucets	
Queen size bed w/custom cover	
Refrigerator/Freezer, 3.2 cu. Ft. under-counter	
Stainless Steel Cup Holders	
Stove, 120/220V Intl, 2-burner	
Twin single Beds w/custom covers	
U-Lounge Seating w/Waterproof Cushions	
Ultra Suede Sofa, Convertible to Bed	
Under Bed Storage	
Waste Water System	
Water Monitors, fresh and waste	
Window Blinds, 60% Room Darkening	
Structure / Safety / Performance	
ABYC Compliant	
Airhorns	
CO Monitor	
Composite Flooring w/ Sandwich Construction	
Fiberglass Stringer System	
Fire Extinguisher, auto sys. engine room	
Fire Extinguishers, cabin & cockpit	
Fuel Filters	
Galvanic Protection, active and passive	
Generator 7.3kW w/sound shield	
Kevlar Reinforced Keel	
Shore Power, 120V, 2 - 30 amp (total 60 amp)	
Stainless Steel Thru-Hull Fittings	
Through Prop Exhaust	
Trim Tabs	

OPTIONAL EQUIPMENT

FEATURE	PAGE
Canvas	
Cockpit Tonneau Cover	
Full Strataglass Enclosure, Arch	
Hardtop w/Full Strataglass Enclosure	
Makrolon FWD Panel (3) Enclosure Upgrade (Arch)	
Makrolon FWD Panel (3) Enclosure Upgrade (Hard Top)	
Dash and Instrumentation	
Garmin Fish Finder/Sonar	
Garmin, 24 inch HD Radar Dome	
Garmin, 48 inch Radar Open Array	
Garmin, 5208 Radar/Chart plotter, touch screen	
Ray Marine VHF Radio	
Stereo	
Additional Cockpit Speakers (2) w/Transom Remote	
Satellite Radio System	
TV/DVD, 15 inch Flatscreen (Aft Cabin)	
TV/DVD, 15 inch Flatscreen (Fwd Cabin)	
iPod/MP3 Port (salon)	
Exterior	
Barbeque Grill, cockpit	
Bottom Paint, White	
Cockpit Refrigerator in lieu of storage console	
Cockpit SS Ice Maker in lieu of storage console	
Cockpit Sunpad Filler Cushion	
Foredeck Sunpad w/Integral Head Rest	
Hull Graphics - 3 Color Custom	
Hull Graphics - Classic	
Searchlight	
Teak Cockpit Floor Package	
Teak Swim Platform Package	
Underwater Lighting	
Interior	
Aft Cabin Filler Cushion	
Cabin Carpet Protectors, Sunbrella	
Carpet Upgrade, Waterweave (Sand & Terra only)	
Central Vacuum System	

FEATURE	PAGE
Day/Night Blinds (in lieu of standard blinds)	
High Gloss Walnut Cabinetry (in lieu of satin finish)	
Linen Set, Fwd & Aft Berths (600-TC)	
Structure / Safety / Performance	
Bow Thruster	
Engine Room Washdown	
Garmin Autopilot	
Generator, Kohler 7.3 kw Diesel w/Soundshield	
Gray Water System (42 gal)	
Oil Change System, Engines & Generator	
Overboard Discharge System	
Vessel View (std w/Axius Premier)	

CAPTAIN'S CHAIR ADJUSTMENTS AND OPERATION

Your captain's chair has the flip-up bolster position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

⚠ DANGER

Avoid potential injury or ejection of occupants. Do not stand while driving above engine idle speeds and make sure all passengers are seated and seats are in a locked/secured position when the boat is underway.

SWIM PLATFORM/ BOARDING LADDER

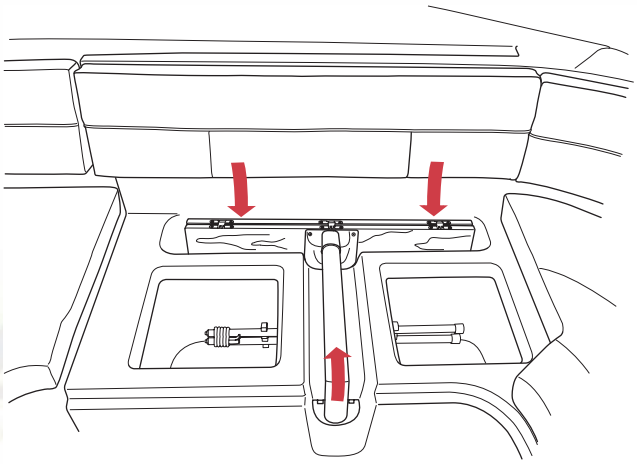
⚠ DANGER

Exposure to carbon monoxide will cause death or serious injury. DO NOT use the boarding platform for any other purpose than boarding the craft or preparation of entering the water or as a PWC lift. DO NOT use the boarding platform when the engine is running.

Use the release lever to release the ladder and telescope to full length. Make sure the ladder is in the locked position before using. Use caution when stowing the ladder to prevent pinching fingers.

Make sure there is no one in the area behind the boat and the boarding ladder is properly stowed before starting the engine and engaging the shift mechanism.

COCKPIT DINETTE TABLE



COB_0297_A

To access the cockpit dinette table:

1. Remove the seat cover by sliding it toward the helm.
2. Lift the table top and stand straight up from its stowed position.
3. Insert the stand end into the mount at the base to secure the table.
4. Replace the seat cushion.

To return the table to its stowed position, reverse the previous steps.

FOREDECK SUN PAD

⚠ WARNING

DROWNING HAZARD

Occupying foredeck sun pad while the boat is underway can result in death by drowning or serious injury. DO NOT occupy the foredeck sun pad while the boat is underway.

Slide the sun pad into the forward holder and secure the straps to the two hand rails to hold the pad in position.

CARBON MONOXIDE DETECTOR

Carbon monoxide detectors are located throughout the yacht in primary berthing areas, such as the salon and staterooms. The detectors receive power from the 12V DC system. The detectors will be operational any time the battery power is on. If occupying the yacht, make sure power is supplied. The green light on the detector may flash for 15 minutes while it warms up; however, it is fully functional. If the unit alarm sounds, evacuate all persons from the cabin area to fresh air immediately and investigate the cause. Do not return to the cabin area until the cause of the CO has been identified and corrected. For additional information, refer to the carbon monoxide detector operating instructions in your owner's packet.

⚠ DANGER

Avoid the possibility of injury or death from exposure to carbon monoxide (CO). All gasoline and diesel engines and fuel burning appliances such as heaters, stoves and generators produce carbon monoxide (CO). CO is colorless, odorless and dangerous gas. Direct and prolonged exposure to CO will cause brain damage or death. Signs of exposure to CO include nausea, dizziness, drowsiness, ears ringing, headaches, unconsciousness and cherry red skin color. Avoid exposing your passengers or yourself to carbon monoxide. Test the carbon monoxide detector operation before each trip, at least once a week and after the boat has been in storage. DO NOT tamper with the operation of the carbon monoxide detector. It is installed for your safety.

A carbon monoxide (CO) detector will only detect the presence of carbon monoxide gas at its sensor and will not detect other vapors such as gasoline. Carbon monoxide may be present in other areas. Carbon monoxide poisoning should not be confused with seasickness, intoxication or heat stress. If someone complains of irritated eyes, headache, nausea, weakness or dizziness, or you suspect carbon monoxide poisoning, immediately move the person to fresh air, investigate the cause, and take corrective action. Seek medical attention if necessary.

SPOTLIGHT

All functions of the spotlight can be electrically operated by remote control from the helm using the remote control panel. For additional information, refer to the spotlight operating instructions in your owner's packet.

SALON ACCESS DOOR

⚠ DANGER

Avoid the possibility of injury or death from exposure to carbon monoxide (CO). All gasoline and diesel engines and fuel burning appliances such as heaters, stoves and generators produce carbon monoxide (CO). CO is colorless, odorless and dangerous. Direct and prolonged exposure to CO will cause brain damage or death. Signs of exposure to CO include nausea, dizziness, drowsiness, ears ringing, headaches, unconsciousness and cherry red skin color. Avoid exposing your passengers or yourself to carbon monoxide. Check the CO detectors before every outing and keep the cabin door closed when running the engines or a generator. Keep the cabin and cockpit areas well ventilated and do not block exhaust outlets.

The sliding cabin access door should not be open when the boat is underway, since an open cabin door can create a vacuum. Make sure the door is secured when it is opened or closed, and do not allow it to slide free.

NOTICE: Secure the door when underway. Do not sit, stand or place heavy objects on the door. Unlock and remove the key to avoid breaking, unless leaving the boat. Do not use caustic materials or a dry rag to clean the door. Use only a mild soap and water.

APPLIANCES

Your yacht is equipped with an array of appliances which require 110V AC power from shore power or from the generator. For more detailed information on appliances, refer to the respective owner manual in your owner's packet.

COCKPIT ICEMAKER

The cockpit icemaker is supplied freshwater from the freshwater system. The water supplied to the icemaker is filtered through a filter located under the cockpit sink. The icemaker is powered from 110V AC shore power or onboard generator and breaker protected through the main power distribution panel in the cabin. For additional operation and maintenance information, refer to the icemaker operator's manual in your owner's packet.

COCKPIT WET BAR

The cockpit wet bar is supplied hot and cold freshwater from the freshwater system. The 12V DC freshwater system must be activated to supply water to the cockpit wet bar sink.

COCKPIT REFRIGERATOR

The thermostat control is inside the refrigerator. The refrigerator/freezer requires 110V AC from shore power or from the generator. For additional information, refer to the refrigerator operator's manual in your owner's packet.

COCKPIT BBQ RANGE TOP

The cockpit BBQ range top is electric. The range top requires 110V AC from shore power or from the generator. For additional information, refer to the range top operator's manual in your owner's packet.

GALLEY STOVE

The cabin-mounted, dual burner stove is electric. The stove requires 110V AC from shore power or from the generator. For additional information, refer to the stove operator's manual in your owner's packet.

SALON REFRIGERATOR/ FREEZER

The thermostat control is located on the front panel of the units. The refrigerator/freezer requires 110V AC from shore power or onboard generator or can be powered with 12V DC. For additional information, refer to the refrigerator operator's manual in your owner's packet.

MICROWAVE

The microwave requires 110V AC from shore power or from the generator. For additional information, refer to the microwave operating manual in your owner's packet.

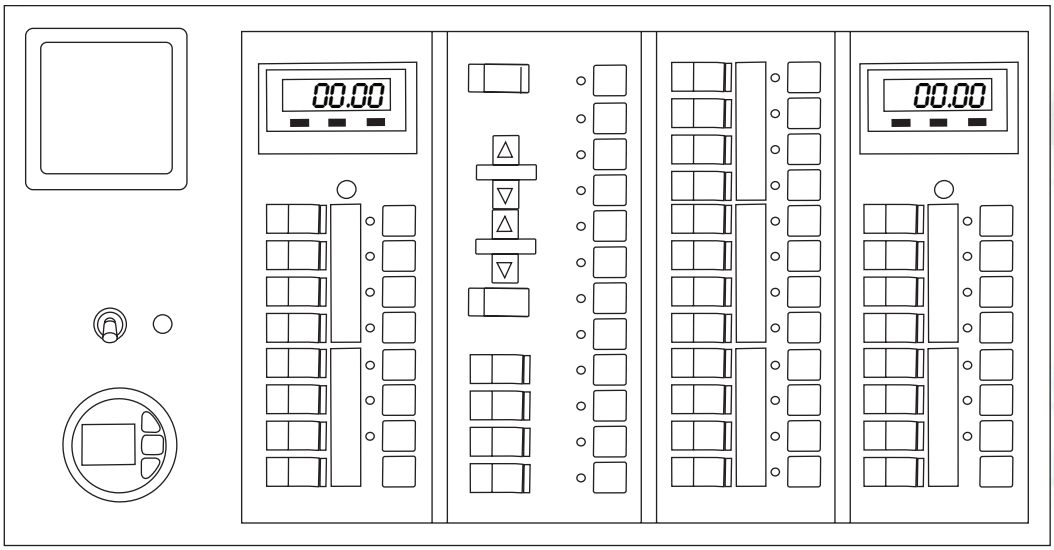
TELEVISION AND ENTERTAINMENT SYSTEMS

Your Cobalt yacht is equipped with a wide array of top quality entertainment systems for your enjoyment, including LCD Flatscreen TV w/Surround Sound, Stereo system, CD/DVD, iPod® docking station and USB and game system connections.

To operate your entertainment system, you must first supply power to the unit(s). The entertainment systems within your yacht can be operated from the 12V DC system, or 110V AC from shore power or from the generator. For additional operating information, refer to the operator's manual for your stereo and accessories supplied to you in your owner's packet.

For a list of what is standard for your entertainment system, refer to Standard and Optional Equipment in this section.

CABIN ELECTRICAL DISTRIBUTION PANEL



COB_0298_A

Your yacht is equipped with two electrical systems; a battery (DC) system, and shore powered or onboard generator powered (AC) system.

These systems have a load center panel which serves as the main distribution panel.

The main electrical system is controlled and monitored through the power distribution panel located in the port side upper left cupboard in the salon.

This main circuit breaker panel includes controls, switches and breakers for the following circuits (model features may vary):

- Waste Tank Level Monitor
- Overboard Discharge Switch
- Generator Start/Stop Control Pad
- 12V DC Digital Voltage and Amperage Display
- 12V DC Battery Bank Switch
- AC Digital Voltage and Amperage Display
- AC Bus Switch
- Various 12V DC appliance and feature circuit breakers
- Various AC appliance and feature circuit breakers

An additional DC circuit breaker panel is integrated in the battery switch panel in the cockpit. This circuit breaker panel includes DC breakers for the following circuits (model features may vary):

- Windlass
- Main Helm
- Main Salon
- Battery Chargers
- Electronics
- Stereo
- Port and Starboard Engines
- Unswitched
- Trim System
- Mercathode (Optional)

⚠ DANGER

Avoid fire, explosions, electrocution, injury or death.

- **Use the electrical system properly.**
- **Do not work on an energized system.**
- **Avoid swimming near the boat when it is connected to shore power.**
- **Use caution when connecting or disconnecting to shore power.**
- **Do not reset a circuit breaker which has been automatically tripped without first detecting and correcting the cause of the problem.**
- **Connect shore power cable at the boat first.**
- **Disconnect shore power cable at shore outlet first.**
- **If reverse polarity light is activated, immediately disconnect shore power cable.**
- **Do not alter shore power cable connections.**
- **Close shore power inlet cover tightly.**

ELECTRICAL

Your Cobalt yacht is equipped with two electrical systems; a battery powered direct current (DC) system, and shore powered alternating current (AC) system. The generator can also provide AC current when away from shore power.

DC Electrical

Your Cobalt yacht has a 12-volt battery negative ground DC system that supplies DC electricity to all of the DC electrical circuits on the yacht (lights, pumps, blowers, ignition, etc.).

Batteries

Multiple DC batteries are located in the engine room and used to supply DC electrical power to the “house” main electrical distribution panel as well as the engine and generator starters. Each engine has a dedicated starting battery and battery switch. Two batteries are dedicated to the house main electrical distribution panel and are connected and switched with one battery switch. The generator is supplied starting power from the house batteries and has a dedicated battery switch.

For battery replacement and maintenance information, see the battery owner’s manual in your owners packet.

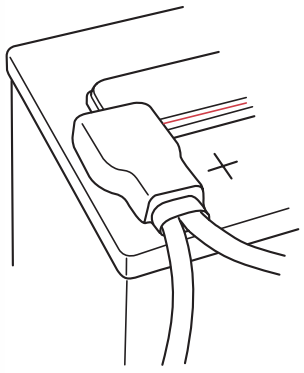
Battery Connections

⚠ WARNING

Avoid the potential of explosion from shorting or arching. Keep the battery connections tight and clean, the terminal covers in place and the battery(ies) secure in the restraint system.

Loose battery connections can cause errant signals to the boat’s electrical system.

Read and understand the safety information on or supplied with your battery(ies). Maintain the battery(ies) following the manufacturer’s recommendations.



COB_0090_A

Battery Charger

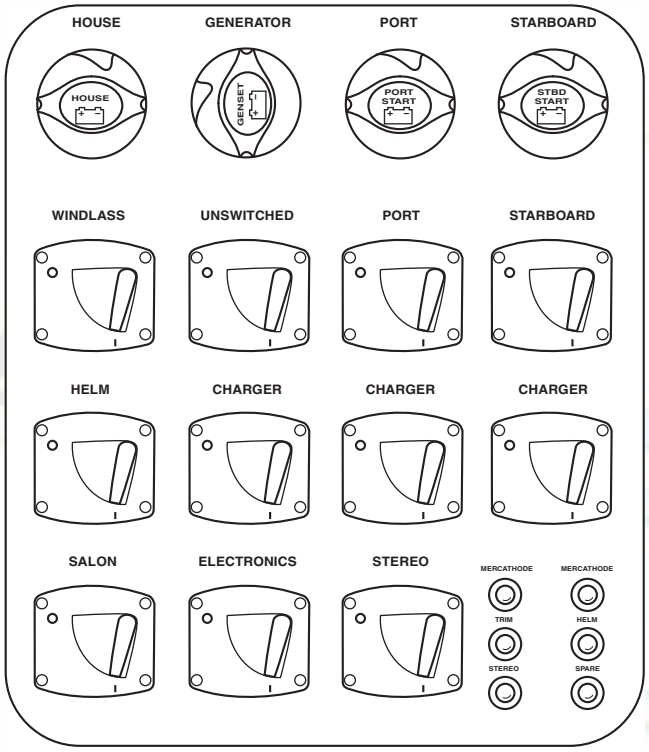
Your Cobalt yacht is equipped with a multi-bank automatic battery charging and isolation system. The batteries are automatically charged when the engines are running or when connected to shore power or when the onboard generator is running. Battery charger system circuit breakers are located on the battery switch electrical breaker panel in the cockpit.

The battery charging system incorporates a Voltage Sensitive Relay system (VSR). The VSR system allows each engine alternator to charge the house batteries during normal engine operation and protects the house batteries from discharging when the engines are off. The VSR's are located under the battery cover, forward of the engines. The VSR's can be turned on manually using the "red" switch on the VSR.

NOTICE: The VSR's must be turned off ("red" switch on VSR) before switching to "AUTO" mode or the remote emergency start switch at the helm will not turn the VSR's on automatically.

See the battery charger operator's manual for additional information.

Battery Switches



COB_0296_A

The battery switches are located on the battery switch and circuit breaker panel in the cockpit. The battery switches are manual ON/OFF type switches. Each engine (port and starboard) has a dedicated battery switch. The house distribution panel has one dedicated battery switch. The generator has one dedicated battery switch.

NOTICE: The HOUSE, PORT and STARBOARD, battery switches must be turned ON before starting the engines. These switches must remain ON during normal operation.

The (optional) bow thruster battery switch is located in the engine room.

AC Electrical

The AC system supplies electricity to all of the AC-powered electrical circuits on the yacht (AC electrical outlets and to AC-powered systems) when the yacht is moored, moored to a dock or slip, through shore power, or from the generator. When the shore power cord is plugged in, all AC equipment can be operated.

The shore power cords connect shore power to the cabin distribution panel.The AC portion of the panel receives AC power from the shore power cord or generator. The panel distributes AC power through main circuit breakers

The 110V AC system consists of inlet breakers and a shore/generator selector switch in the cabin. The panel contains a voltmeter, ammeter, main circuit breaker and a series of switches.

Amperage is displayed digitally on the display. This allows you to check for proper voltage and polarity immediately after making the shore power cable connection. The reversed polarity light indicates if the polarity of the shore power has been reversed.

Shore Power Connection

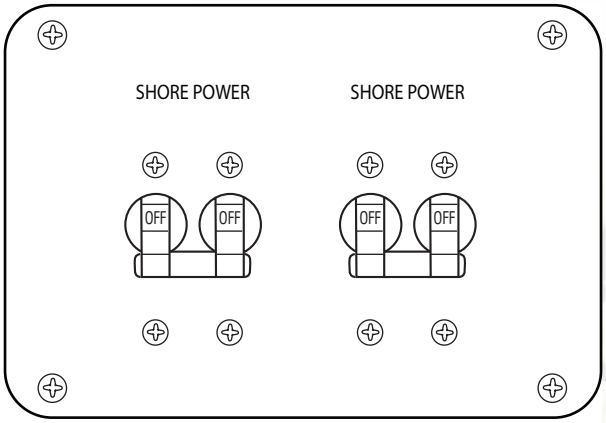
⚠ DANGER

Avoid fire, explosions, electrocution, injury or death. Plugs and receptacles for different systems are designed in non-interchangeable configurations. A plug from one system cannot fit another system. Do not modify a shore power cable. Use only commercially available adapters for system modification. Ventilate the boat interior by opening the deck hatches, windows and cabin door to provide adequate ventilation.

The shore power system requires a special, marine grade, three-conductor cable to make a proper connection to the shore. Dockside connections and the boat side connections are plug-in. Boat side connections are also locked in position with a threaded locking collar to prevent accidental disconnection and enhance water resistance. The shore power connection is located at the port aft of your yacht. Make sure the shore power connection covers are in place and the access hatch is closed when the shore power connection is not in use.

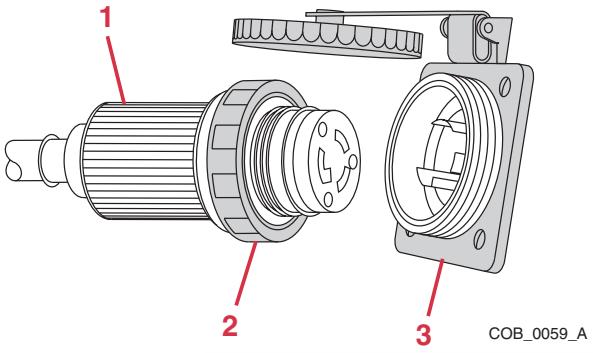
To connect:

1. Set the yacht shore power breaker switches to the OFF position. The shore power inlet breaker switches are located in a protected compartment on the wall between the swim platform and cockpit.



COB_0011_B

2. Set the shore outlet switch (onshore) in the OFF position.
3. Connect the shore power cord(s) to the yacht shore power receptacle(s).



COB_0059_A

1 – Shore power cord
2 – Threaded locking collar
3 – Yacht shore power receptacle

4. Safely route the power cord to the shore power outlet. Make sure the cord has more slack than the mooring lines.
5. Remove the cap from the shore outlet (onshore). Connect the power cord to the outlet.
6. Set the shore outlet switch (onshore) in the ON position.
7. If the reverse polarity indicator on the cabin display is red, immediately disconnect the cable from the shore outlet and see your authorized Cobalt dealer.

To disconnect:

1. Set the yacht shore power breaker switches to the OFF position.
2. Set the shore outlet switch (onshore) in the OFF position.
3. Disconnect the power cord at the shore outlet and the yacht power receptacle.
4. Retract and store power cord. Ensure the outlet protective caps are closed.

⚠ DANGER

Avoid fire, explosions, electrocution, injury or death. Some marinas have been known to "break" shore power ground circuits to prevent electrolysis. Opening the ground circuit creates a potentially dangerous onboard shock hazard. Use caution when using a "break" shore power ground circuit. If reverse polarity light is activated, immediately disconnect shore power cable.

Generator

DANGER

Avoid the possibility of injury or death from exposure to carbon monoxide (CO), fire or explosion, or electrocution.

- **Ventilate the boat interior by opening the deck hatches, windows and cabin door to provide adequate ventilation.**
- **Regularly inspect the engine and generator exhaust system for proper operation.**
- **Use the electrical system properly.**
- **If reverse polarity light is activated, immediately disconnect shore power cable.**

The generator is located in the engine compartment. The generator is used to provide AC power when shore power is not available. The generator uses fuel from the engine fuel system and also produces carbon monoxide gas (CO).

A controller mounted on the generator contains a Start/Stop switch, hour meter and a main output AC circuit breaker. The main display panel at the helm displays generator operation status.

1. Make sure the generator seacock (located forward of the engines) is OPEN.
2. Verify the selector switch is in the ON position on generator.
3. Make sure the AC circuit breakers, located on the controller, are ON.
4. Make the selection for the generator at the controller display.
5. Start the generator following the manufacturer's instructions. Allow generator to operate for at least one minute to stabilize voltage.

NOTICE: There will be a delay of up to 20 seconds for the generator starter to engage when the start switch is depressed.

6. Make sure the display shows "GEN ON".
7. Make sure the generator breaker is ON.
8. Switch the main AC circuit breakers ON and then the respective circuits as needed.

FRESH WATER

The freshwater system provides potable (drinkable) water for the entire freshwater system. Refer to *Section 1*, **Specifications**, for the capacity of the water system.

The system is operated by a 12V DC water pump located in the salon bilge. It is necessary for the 12V DC system to be energized and the WATER PRESSURE switch to be turned on to operate the water system.

The water pump works on demand. It will not automatically shut off when the freshwater tank is empty. Monitor the level of water in the tank. If the water pump is allowed to run continuously, it may overheat.

The freshwater inlet pressure regulated quick-connect fitting is located on the transom.

To clean the water tank, refer to *Section 6*, **Water Systems**.

Consult your authorized Cobalt dealer for winterization requirements.

Water Level Indicator

The tank level indicator display in the salon will show the level of fresh water and waste in the tanks.

WATER/HEATER TANK

Your yacht must have water in the water system and the water pump on, pressurizing the system to avoid damaging the water heater element. To operate the water heater, the system must be energized. The water heater requires 110V AC from shore power or from the generator.

The water/heater tank is located under a hatch in the salon floor. To adjust the temperature setting, turn the knob counterclockwise to increase the temperature and clockwise to decrease the temperature.

The hot water system and the entire freshwater system in your Cobalt yacht must be winterized for proper storage. For detailed information on the water heater, refer to the water heater operator's manual instructions in your owner's packet.

⚠ DANGER

EXPLOSION OR FIRE HAZARD

Explosion or fire hazard from hydrogen gases produced by non-use of water heaters will cause death or serious injury. DO NOT smoke, have any open flame or turn on any appliances near an open faucet until water flows from the system or air sounds disappear.

Water heaters not used for more than two weeks may produce hydrogen gas. To reduce the risk of injury under these conditions, open the hot water faucet for several minutes at the kitchen sink before you use any electrical appliance connected to the hot water system.

If hydrogen is present, you will normally hear unusual sounds, like air escaping through the pipe as water begins to flow. Allow the water to flow until these sounds disappear.

HEAD SHOWER AND SINK

The head sink and convertible shower are supplied hot and cold water from the freshwater system. The 12V DC freshwater system must be activated to supply water to the head sink and shower outlets.

TRANSOM HOT/COLD SHOWER WASHDOWN

The shower washdown nozzle is located in a compartment on the outside of the wall between the transom and the cockpit. The dial on the right side of the shower nozzle adjusts water temperature for the shower. The 12V DC freshwater system must be activated to supply water to the transom shower washdown.

ENGINE ROOM WASHDOWN (OPTIONAL)

The engine room freshwater washdown recoiling hose and nozzle are located in the engine room for easy clean up of the bilge area. The 12V DC freshwater system must be activated to supply water to the engine room washdown.

MARINE TOILET (HEAD) AND MACERATOR

The marine head system on your yacht uses an electric macerator system and onboard waste storage tank. A waste tank level indicator is provided on the electrical distribution panel in the salon.

Freshwater is supplied from the 12V DC freshwater system to the marine head for flushing. The freshwater and macerator systems must be ON to use the marine head.

For marine head operating and waste tank draining procedures, see the marine head and macerator system operator's manuals supplied with your Cobalt yacht.

The optional overboard discharge allows the discharging of waste water directly overboard through a seacock in the engine room. The seacock valve must be opened to allow activation of the macerator pump switch located on the control panel in the salon. For additional operating information, refer to the overboard discharge and macerator operator's manual supplied with your Cobalt yacht.

NOTICE: Only discharge waste water overboard in approved areas. It is your responsibility to comply with local laws and regulations regarding the discharge of waste into waterways. You could be fined if your boat has an operable overboard discharge system.

HEATING, VENTILATION AND AIR CONDITIONING

The Heating, Ventilation and Air Conditioning (HVAC) system supplies both heating and cooling to the cabin and cockpit using a heating and cooling pump system, and operates on 110V AC supplied by shore power or the generator. The system is controlled with the control panel in the salon.

The system must be properly winterized for storage to prevent damage. For additional information, contact your authorized Cobalt dealer.

The HVAC system unit can be accessed through the floor of the aft stateroom locker on the port side.

1. Open the seacock in the engine compartment (normally left open).
2. Select “HVAC” on the control panel in the salon.
3. Select the area you desire to heat or cool by using “Mode” to turn the system on and “Fan” to adjust the air flow.
4. Use “Warmer” and “Cooler” to set the desired temperature. “Set” will display your set temperature.

COCKPIT ENCLOSURE

The side curtains and stern curtains attach to the top and deck.

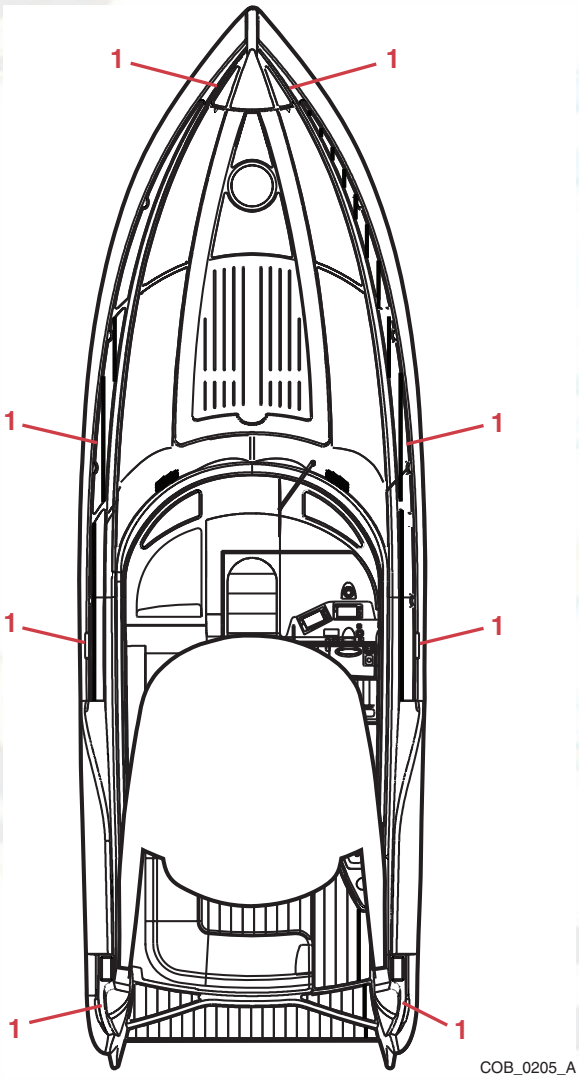
Note: Glass will shrink slightly when it is cold and will also hold its shape when it is stored rolled or folded; allow glass to hang and warm up before installation.

1. Insert visors and side valances. Make sure valance is centered.
2. Zip all curtains to valances. Zip about five inches at a time for easier zipping. If visors are too tight, unzip top zipper while securing snaps.
3. Snap curtains to windshield.
4. Zip enclosures completely.
5. Make sure Velcro® is overlapped to help sealing.

Attach the aft curtains in the same manner.

Always roll the curtains instead of folding when storing. Do not use the enclosure for storage. These are for short-term storage and not designed for long-term storage, and will not provide adequate ventilation to prevent mold or mildew from forming. Refer to *Section 5*, **Interior and Exterior Care**, for information on care. For long-term storage, see your authorized Cobalt dealer.

TIE DOWN LOCATIONS



1 – Cleats

⚠ WARNING

Avoid injury, death or property damage. Never anchor a boat from the stern, and keep the boat headed into the waves.

NOTICE: Only use properly positioned slings to lift your boat.

Tie down locations are for keeping your Cobalt boat secured when moored. Refer to *Section 3*, **Anchoring**.

ENGINE HATCH ASSEMBLY

⚠ DANGER

To avoid injury or death, do not occupy or operate the engine(s) when the engine hatch is open. The engine hatch assembly is a machinery guard.

The electric engine hatch assembly is controlled by the **↑HATCH / ↓HATCH** switch at the helm.

Do not operate the engine hatch assembly with any obstructions that will interfere with its operation, including canvas disconnect stern curtain, removal of side flaps and transom door locked in the open position. Damage to the engine hatch, hinges and lifting unit can result. Before opening the engine hatch, make sure no items are on top of it and any cushions, inserts or stored equipment are secure or removed. Wind and other conditions may allow the engine hatch to open beyond its limits. Use caution during these conditions.

To open the engine hatch manually, use the tee handle located under the seat in the cockpit where the dinette table is located.

NOTES

SYSTEMS

INTRODUCTION

This section discusses the mechanical, electronic, and manual operating systems of your Cobalt yacht. It describes basic operating characteristics and provides information for efficient use of the equipment, and for prevention of casualties. Be sure to read and understand all information provided before operating its systems.

⚠ WARNING

Avoid injury, death or damage to equipment. Regularly inspect and maintain all systems to prevent unexpected hazards associated with worn or faulty components. Be sure to replace system components and hardware with marine grade parts, not automotive components.

WATER SYSTEM

Water System

Your Cobalt yacht is equipped with a water system which allows for fresh water to be onboard. A 12-volt DC water pump operates the system. It is necessary to supply power to the pump before it can be operated.

To operate the water system:

1. Select “TANKS” on the display menu.

2. Select “Freshwater Pump.” The fresh water, gray water and black water levels will also display.

The freshwater inlet pressure regulated quick-disconnect fitting is located on the transom.

Consult your authorized Cobalt dealer for winterization requirements.

To clean the water tank, add 1/4 cup of baking soda per 10 gallons of fresh water into the tank and allow it to stand in the tank for one day; then flush the tank twice. If this is not sufficient to clean the tank, replace the baking soda with 2 tablespoons of bleach per 10 gallons of fresh water and repeat the procedure. Refer to *Section 1*, **Specifications**, for freshwater capacity.

FIRE SUPPRESSION EQUIPMENT

Your Cobalt yacht is equipped with a fixed automatic fire extinguisher that uses FE-241 (or optional FM-200, for European requirements) as an extinguishing agent; it is mounted on the engine compartment and generator compartment (if equipped). These extinguishers are activated when the heat-sensitive head reaches a predetermined temperature. The extinguisher discharges and saturates the engine and/or generator compartment, smothering the fire.

Inspect fire extinguishers for proper charge before operating the yacht.

⚠ WARNING

Avoid injury, death or explosion. DO NOT open the engine compartment hatch immediately. This will allow oxygen to the fire, and flashback can occur. When the fire extinguisher discharge occurs, turn off all engines, bilge blowers and electrical system components.

ELECTRICAL SYSTEMS

Your Cobalt yacht is equipped with two electrical systems; battery powered direct current (DC) system, shore power and a generator which supplies alternating current (AC). These systems have a load center panel which serves as the main power distribution panel. The DC system supplies electricity to all of the 12V electrical circuits of the yacht (lights, pumps, blowers, ignition, etc.)

The AC system supplies 110V AC power to the electrical outlets and to AC-powered systems when the yacht is moored to dock or slip. Refer to *Section 3*, **Cabin Distribution Panel**.

⚠ DANGER

Avoid fire or explosions, or electrocution. These situations can occur from improper use of AC and DC systems. Do not work on an energized system. Use caution when connecting or disconnecting to shore power. Avoid swimming near the boat when it is connected to shore power.

INTERIOR/EXTERIOR CARE

The best way to take care of your Cobalt yacht is with prevention and proper care. All of the care methods within this section may not apply to your yacht.

VINYL INTERIOR AND UPHOLSTERY

The vinyl and interior fabric in your Cobalt yacht has been specially selected to take the tough punishment of the elements and hard usage of an active yachter. Avoid sharp objects that may cut or tear your vinyl.

The vinyl in your Cobalt yacht has been coated with PreFixx protective finish. It is designed to be cleaned easily, over and over, without showing signs of wear. With PreFixx protection, it is possible to remove stains that could never be removed before. There are three families of sunscreen ingredients which may contribute to the staining of the vinyl in your Cobalt yacht.

- Aminobenzoic acids - e.g. PABA
- Hydroxy benzophenones - e.g. Oxybenzone
- P-methoxycinnamic acid - e.g. Octylmethoxycinnamate

This list should not be considered inclusive, although it does represent a large selection of sunscreens which are known to stain vinyls, even those treated with PreFixx. In actuality, almost any sunscreen with a high percentage - two percent or above - of active ingredients is a potential stainer.

The vinyl manufacturer or Cobalt Yachts warranties do not cover vinyl staining from suntan lotions.

Special care should be taken to prevent dark colored rubber products or Sunbrella™ canvas from coming in contact with the vinyl upholstery.

Care and Cleaning of Vinyl

Remove ordinary dirt and smudges with a mild soap and warm water solution. Dry with a soft, lint-free cloth or towel. For more difficult stains, use a stronger detergent. Follow the detergent manufacturer's instructions closely.

Special Cleaning Problems

The following steps are recommended to clean stains on PreFixx-protected vinyl upholstery. Many difficult stains can be removed when these cleaning agents are used in the following order.

Step 1 Cleaners

Rinse cleansed area with fresh water and dry with a clean cloth.

- Formula 409® or Fantastik®
- Clorox® Soft Scrub® with bleach
- Household cleaners and bleaches

Step 2 Cleaners

Solvent-type cleaners to be liberally applied with a cloth, damp sponge or fine bristle brush. Rinse cleansed area with fresh water and dry with a clean cloth.

- Rubbing alcohol (isopropyl alcohol)
- Lighter fluid (naphtha)

Step 3 Cleaners

Strong, active cleaners should be applied with a soft cloth or damp sponge. Use no more than six rubs, and if the stain persists, contact Cobalt Customer Service. Dry with another cloth, then rinse with clear water and dry.

- Nail polish remover (acetone/water)

NOTICE: It is extremely important to clean the stained area as quickly as possible, making sure the recommended cleaning steps are followed in order.

Recommended Cleaning Solutions for PreFixx-Coated Nautolex Vinyls

Staining Agent	Cleaning Step
Spray paint	1 - 2 - 3
Ballpoint pen	1 - 2 - 3
Lipstick	1 - 2 - 3
Yellow mustard	1 - 2 - 3
Bird droppings	1 - 2 - 3
Crayons	1 - 2
Eye shadow	1 - 2
Oily spot	1 - 2
Petroleum products	1 - 2
Coffee	1
Tea	1
Hair oil tonic	1
Blood	1
Urine	1
Grape juice	1
Olive oil	1
Chocolate	1
Ketchup	1
Baby oil	1

⚠ DANGER

Avoid fire or explosion. Avoid open flame or spark. Flammable liquids are extremely dangerous and must be used in well-ventilated areas.

Dark Stowage Areas

Often, when a yacht is stored completely covered or in a dark building, the vinyl will darken or become “dingy” looking. If this happens, simply place the yacht in direct sunlight for a few hours and the vinyl will brighten up.

Leather Care

For spots and spills, wipe up excess liquid immediately with a clean absorbent cloth or sponge. If necessary, use clean lukewarm water only and let air dry naturally. If water is used, clean the entire area where the spot occurred. For example, clean the entire seat cushion or entire arm. Do not dry wet areas with hair dryers.

For stubborn spots and stains, use a mild non-detergent cleaner such as a bar of Ivory Soap™ or Amway™ L.O.C. Apply the soap to a clean, wet sponge, wash, then rinse well. Let air dry naturally.

For butter, oil or grease, wipe any excess off the leather with a clean dry cloth, then leave it alone; the spot should dissipate into the leather in a short period of time. Do not apply water or try to wash a butter, oil or grease spot.

NOTICE: DO NOT use saddle soap, cleaning solvents, furniture polish, oils, varnish, abrasive cleaners, soaps or ammonia water.

CABINETRY AND WOOD

Cabinetry

Your Cobalt yacht is equipped with exotic woods which require occasional care to maintain their natural beauty and high-gloss sheen. Clean with any water-rinseable non-abrasive cleaner.

- For routine cleaning, wipe the wood surface with a damp, soft cotton cloth. For thorough cleaning, use a glass cleaner and dry with a soft cotton cloth.
- Do not use cleaners or polishes containing abrasives, oily emollients or petroleum-based materials.

Teak Swim Platform

Your Cobalt yacht features teak and may be equipped with a teak swim platform or teak floors. To keep teak in top condition, clean it occasionally with a teak cleaner and re-oil it at least once a season. Interior teak may not have to be treated as frequently. Follow the manufacturer's instructions and warnings carefully. Some cleaners and oils may damage gelcoat, vinyl, stainless or aluminum. Avoid using rust-producing steel wool pads when cleaning. Materials can be purchased from your authorized Cobalt dealer.

NOTICE: Teak sealers and cleaners can be harmful to other materials. Make sure you thoroughly remove any spills or excess. Teak should not be varnished. The natural oils in teak will cause poor adhesion.

⚠ DANGER

Avoid fire or explosion onboard. DO NOT store rags used to treat teak onboard. Store or dispose of rags properly ashore.

Cedar

Wipe surface with a dry cloth or a slightly damp cloth. Do not seal or paint cedar.

CARPET

Vacuum the carpet on a regular basis. Use household carpet stain removers and cleaners to clean the carpet.

DECK AND HULL

The finish on your Cobalt yacht is known as gelcoat. The gelcoat used by Cobalt Yachts is the finest available on the market today. With all its properties, it is not impervious to the elements and many types of water conditions.

Cleaning Deck and Hull

A multi-purpose boat soap* should be used to clean exterior fiberglass/gelcoat surfaces on your Cobalt yacht after each use. This product, depending upon the ratio mixed, is designed to clean anything from dirty hulls and decks to greasy engines. Always rinse and wipe off the finish with a damp towel or chamois.

A fiberglass restorer/wax* should be used to remove heavy oxidation, characterized by a chalk/faded surface as well as rust and exhaust stains. This product will not only remove the oxidation, but also leaves a wax protection on the cleaned surface in one easy application.

* 3M carries a complete line of fiberglass care products.

Deck and Hull Care

Paste wax* will help retard UV light damage. We suggest three coats be applied at the end or the beginning of the season, depending on the type of winter yacht storage (covered, enclosed storage facility), and again mid-season.

To extend the life of your gelcoat finish, use a high quality cover to totally cover the top deck of the yacht for maximum protection. Additionally, if your yacht is to be stored where the sun is constantly on the side or transom of the yacht, you should consider having some custom skirting made to complement the cover. Having your yacht professionally shrink wrapped can also provided maximum protection. Your Cobalt dealer may also have suggestions on the proper protection measures.

STAINLESS STEEL AND CHROME

Stainless steel, though highly resistant, is still capable of rusting, particularly in the marine environment. Initial signs of rust and corrosion, left untreated, may result in pitting and permanent damage to components. Keep your stainless steel looking new by cleaning monthly with a good quality stainless steel cleaner or polish.

The following steps will help protect against such occurrences:

Preventive Steps

Clean and wax metal brightwork prior to extended storage. In saltwater or other harsh environments, repeat more often as needed. High-quality stainless steel cleaners and conditioners are commercially available. Rinse with fresh water and wipe dry with towel or chamois after each use.

Cleaning Stainless Steel

Remove rust or corrosion promptly using a good metal cleaner/polish like Flitz. Delay may contribute to permanent finish damage. Do not use steel wool or other coarse abrasives, or clean with acids or bleach. DO NOT use cleaners that are not for use on stainless steel, such as glass, tile or counter cleaners, or citrus-based cleaners. These types of cleaners can damage the surface permanently. Apply metal or automotive wax after cleaning for additional protection. Always test any product in an inconspicuous area before applying to the complete surface.

Should you have reason to replace hardware or fasteners, be certain that replacements are correct materials. See your authorized Cobalt dealer for further information.

⚠ DANGER

Avoid fire, explosion or exposure to toxic materials. Some or these solvents are highly flammable and toxic. Exercise proper care in cleaning, wear protective gear and provide adequate ventilation. DO NOT store soiled rags onboard; store or dispose of rags properly ashore.

CAUTION

Use caution in cleaning around stitching, wood or other decorative trim, since these solvents could seriously damage these materials.

* 3M carries a complete line of fiberglass care products.

CORROSION PROTECTION

CorrosionX

One of the issues associated with owning a yacht is corrosion, which, ironically, is often caused directly by the marine environment. If you operate a yacht in salt water, you will be surprised by the excessive corrosion in just a few weeks. Since we recognize that your purchase of a Cobalt yacht was a major financial decision, we want you to be happy with your choice for years to come. After consulting with our dealers and operators throughout the country, we found that regular applications of a product called CorrosionX will keep your yacht operating at peak efficiency, free of corrosion. To assist you, we have included a small can of CorrosionX in the optional saltwater kit. Minimally, it should be applied to the following areas and components in the time frames specified:

Topside

Spray or wipe a light coat of CorrosionX on all rails, stanchions, cleats, cleat bolts and other metal fixtures/fittings up on deck. Treat hinges, locks, closure mechanisms and sliding tracks of doors and windows. If sprayed on, wipe with cloth to remove excess. A very light coat is all it takes and it should be applied every two months if operating in salt water and every four months in freshwater operations.

Inside the Bulkhead

Once a year, spray electrical connections, fuse panels and antenna bases. Light sockets should be treated at two- or three-month intervals. Every six months, treat plumbing connections in the galley and head areas. Once a year, apply to hinges, locks and sliding tracks of doors and windows to keep them properly lubricated and functioning smoothly.

Other Areas

Treat hydraulic cylinder shafts for steering and other operating mechanisms once a month. Spray the entire engine, including engine mounts, every six months. Treat the bilge pump housing and connections plus other items in the bilge area once every three months. Thru-hull fittings and seacocks should also be treated every three months. Fuel line fittings at the fuel tank should be treated every six months.

CorrosionX is a multi-functional product with universal application. A good rule of thumb: if it rusts or corrodes, if it needs lubricating or if it is rusted shut and needs to be broken apart, it is a potential application. If you have any questions about CorrosionX, check the manufacturer's web site:

http://www.corrosionx.com or call 800-638-7361.

Corrosion destroys underwater metal parts and can occur in fresh or salt water. Salt, brackish and polluted waters will accelerate corrosion.

Galvanic Corrosion

Galvanic corrosion (electrolysis) can result in serious damage to any metal component of your Cobalt yacht that is in the water. Galvanic corrosion is the deterioration of metals due to the effects of electrolytic action. When dissimilar metals are immersed in a conductive fluid such as salt water, an electric current is produced, similar to the action of a battery. The softest of the metals will be the first to become damaged.

Galvanic corrosion can occur in fresh or salt water; however, salt, brackish and polluted waters accelerate galvanic corrosion.

A self-sacrificing anode has been mounted to your Cobalt yacht to help prevent damage to metal components from galvanic corrosion. The anode will require frequent inspections. If the anode shows deterioration of 50% or more, it must be replaced for continued protection.

NOTICE: DO NOT paint an anode, its fasteners or its mounting surface. Painting will reduce the anode's corrosion protection capabilities. Make sure the anode's contact to its mounting surface is clean and secure.

Refer to the propulsion unit operator's manual for requirements on galvanic corrosion protection.

Saltwater

Wash the entire yacht after each use in salt water. If you continue to operate in saltwater, the entire yacht should be protected against saltwater damage as described in **Interior/Exterior Care**, in this section.

Refer to the propulsion unit operator's manual for manufacturer's saltwater operating recommendations.

SUNBRELLA® CANVAS

CAUTION

Avoid damage to the canvas. Under no circumstance are these fabrics to be put in hot water, run through the hot drying cycle of an automatic dryer or steam pressed at a dry cleaner. Fabric should be line-dried.

The canvas used on your Cobalt yacht is manufactured from top quality materials to provide you with years of trouble-free service.

The following information is provided to help you maintain the appearance and ease of operation.

Cobalt uses Sunbrella®, a woven fabric made of 100% solution-dyed acrylic fiber. It is very colorfast and will withstand long-term exposure to the sun (ultra-violet) without excessive fading or deterioration.

- Do not store canvas wet or in an unventilated, moist area.
- Always roll the canvas instead of folding.
- Roll the top carefully around the bows and cover with the storage boot provided.
- Your canvas is designed and intended for short-term use only. Do not use it for storage.

Cleaning Canvas

Canvas should be cleaned regularly before substances such as dirt and roof particles are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without being removed from the installation. Simply brush off any debris, hose down and clean with a mild solution of natural soap in lukewarm water (no more than 100°F [37.8°C). Rinse thoroughly to remove soap. DO NOT USE DETERGENTS. Allow to air dry. Do not store canvas wet or in an unventilated, moist area.

DO NOT use abrasive detergents and/or cleaners containing solvents or gasoline; these types will damage the fabric. If using high-pressure or steam-cleaning devices, use care; improper use can damage the vinyl coating and/or fabric.

Special Cleaning Problems

For heavily soiled fabric, remove the top from the frame. Soak the fabric for approximately 20 minutes in a solution that has been mixed to the following proportions:

- 1/2 cup (4 ounces) of non-chlorine bleach
- 1/4 cup of mild soap like Ivory Snow, Dreft™ or Woolite™
- One gallon of lukewarm water (water should be no more than 100°F [37.8°C])

Allow the fabric to soak until the non-chlorine bleach has killed the mildew and the stains can be brushed out with a soft scrub brush. Rinse the fabric thoroughly in cold water to remove all of the solution.

This may require rinsing several times. Incomplete rinsing can also cause deterioration of sewing threads and prohibit the fabric from being properly retreated. Do not soak excessively, since the non-chlorine bleach can deteriorate the sewing threads. Allow the fabric to air dry completely.

Sunbrella may also be dry cleaned. DO NOT STEAM PRESS OR DRY IN AN ELECTRIC OR GAS DRYER. Sunbrella is thermoplastic, or heat sensitive. Excessive heat can damage and shrink the fabric.

These methods of cleaning may remove part of the water and stain repellency that was applied to the fabric during its manufacture. The fabric should receive an application of an air curing treatment such as “303 HIGH TECH FABRIC GUARD” after it has been cleaned.

OTHER CANVAS COMPONENTS

Clear Vinyl “Strataglass”

NOTICE: Read and understand all Strataglass maintenance information to prevent damage to the glass.

We recommend using only IMAR Strataglass Protective Polish, IMAR Strataglass Protective Cleaner and mild soap (preferably IMAR Yacht Soap Concentrate) on Strataglass. Use of harsh cleaners such as Simple Green and/or pine will dull the curtains. Using any other product(s) voids the factory warranty. NEVER use a wash and wax product on Strataglass.

NOTICE: Use of RAINEX on Strataglass appears to work for a short time but then dulls the surface and presents an “Orange Peel” effect. Do not use RAINEX. Use of cleaners, polishes, scratch removers or any other product made for regular, uncoated vinyl will damage STRATAGLASS. Do not use these products. DO NOT handle Strataglass (or any vinyl) with sunscreen on your hands! This will permanently cloud the vinyl where handled.

General Maintenance

3M Adhesive Remover may be used to remove glue left from fabrication. Final clean with IMAR Strataglass Protective Cleaner. We recommend using IMAR Strataglass Protective Polish as the final step in installation to provide a base of protection and good watershed. We recommend using IMAR Strataglass Protective Polish every 1 to 2 months. In the interim, use IMAR Strataglass Protective Cleaner frequently.

NOTICE: All new vinyl can easily get impressions in itself. We recommend new enclosures be left in place to the extent possible. If completely removed, enclosures must be interleaved with either acid-free paper (available from framing shops) or old sheets (the best choice) to prevent "pooling" in the glass. Vinyl "seasons" over time and becomes less impressionable. Roll all curtains down and fasten in place nightly to keep perfect appearance. Refer to the manufacturer's website for further information.

Cleaning

Wash the clear vinyl curtains whenever your yacht is washed. To clean the clear vinyl curtains:

1. Flush thoroughly to cool the surface and rinse away environmental abrasives.
2. Wash the curtains with IMAR Yacht Soap Concentrate, or other equally gentle and high-quality soap.

NOTICE: Do not use Simple Green, pine or any other harsh cleaner; they will dull the surface.

3. Apply the soapy water to the clear vinyl section of the curtain with special purpose washing mitt or soft cotton cloths.
4. Thoroughly rinse the soapy solution with fresh water and completely dry the curtains with a high-quality chamois.
5. Apply IMAR Strataglass Protective Polish sparingly with small, light circular motions using a soft cotton cloth. Allow the polish to dry and then remove with a clean, soft cotton cloth.
6. Lightly buff to a sparkling shine.

For routine maintenance between polishing, use IMAR Strataglass Protective Cleaner. Ensure the clear vinyl panels are free of abrasives. Very lightly mist a soft cotton cloth. Lightly and briskly rub a manageable sized area and then lightly buff dry with another clean cloth. We recommend using IMAR Strataglass Cleaner at least weekly.

Zippers

When zippers are new, they can be more difficult to zip than when "used." Zip carefully without forcing. They will loosen with use. Keep the zippers clean. A zipper lubricant may be used to help new zippers and to maintain long trouble-free service. The most vulnerable part of the zipper is where they start. Use care when starting zipper to prevent damage.

Lubricate the zippers periodically with a clear silicone spray. Spray silicone on the zipper and work the zipper back and forth.

Snap Fasteners

Fasteners should be unsnapped as close to the button as possible. Never remove canvas by pulling roughly on one edge of the material. This can damage the canvas and the fasteners. To prevent snaps from becoming difficult to unsnap, keep them clean and use lubricants such a small amount of Vaseline®, Chapstick®, WD-40®, silicone spray, etc. The most common recommendation is to rub candle wax or paraffin around the stud or inside the socket. Whichever method is used, make sure you clean up any excess so the lubricant does not stain the canvas or any other surfaces it may contact.

Replace any missing fasteners or fasteners that show signs of corrosion or damage.

Do not use petroleum based products, such as petroleum jelly.

WINDSHIELD

To keep the windshield clean, use a non-abrasive glass cleaner applied with a soft cloth. Do not use harsh detergents, solvents, chemicals or dry cloths. These items will scratch the surface.

BILGE

Keep the bilge area as clean as possible. Use a vacuum cleaner to remove debris from the bilge area. Oil and greasy dirt will accumulate over time and normally can be removed using soap and water. If necessary, consult your authorized Cobalt dealer for recommendations on special bilge cleaning and absorption products.

MARINE GROWTH

If marine growth is a problem in your boating area, it may be necessary to apply anti-fouling paint to the hull to slow growth and prevent gelcoat damage. Consult your authorized Cobalt dealer for recommendations.

NOTES

MAINTENANCE AND TROUBLESHOOTING

SCHEDULED MAINTENANCE AND SERVICE

Your Cobalt yacht may not include all of the features described in this section based on the options available and how your yacht was built. If you are in question of the features on your yacht, contact your authorized Cobalt dealer.

Maintenance Schedule

Use the checks and maintenance information outlined in the section along with service information contained within the individual component operator's manuals supplied with your yacht. It is extremely important that you read and understand the periodic maintenance tasks outlined in your operator's manuals (propulsion unit, generator and other accessories) because those maintenance tasks are not repeated in this manual.

Use the following chart to establish your maintenance routine. Detailed information concerning the task is listed in this section.

Frequency	Task
Break-In	Refer to propulsion unit operator's manual and the generator operator's manual, if equipped.
Before Every Use	Test operation of carbon monoxide detectors.
	Check fluid levels.
	Check seacocks for leaks and ensure handles are secure.
	Check seawater strainers for leaks and accumulation of debris.
	Check generator's fuel/water separator, if equipped.
	Check exhaust system for leaks.
	Check fuel system for leaks.
	Check fire extinguisher.
	Check battery charge.
Every 50 Hours	Clean seawater strainers.
	Inspect propellers for damage.
Every 100 Hours	Clean bilge area.
Monthly	Test GFCI outlets.
	Check self-sacrificing anodes.
Quarterly	Have your authorized Cobalt dealer perform scheduled maintenance as outlined in this section.

Break-In

Careful break-in allows internal engine components to "seat" properly, resulting in maximum engine life and performance. Refer to the propulsion unit and generator operator's manuals for manufacturers' break-in requirements.

Before Each Use

See Boaters' Checklist label at helm.

1. Test for proper operation of the carbon monoxide detector; refer to the carbon monoxide detector operator's manual.
2. Check fluid levels of engines, transmissions, freshwater tank, waste holding tank and trim tab reservoir.
3. Check the air conditioning and generator seacocks and hoses for leaks. If you notice a leak, see your authorized Cobalt dealer.

CAUTION

- **Seacocks can only be replaced when the yacht is out of the water.**
- **Make sure a seacock is in the CLOSED position before replacing a hose.**

4. Check the air conditioning and generator seawater strainers for leaks and accumulation of debris.
   - If a hose is leaking or damaged, close the appropriate seacock. See your authorized Cobalt dealer for repairs.
   - If debris is seen within the container, close the appropriate seacock and remove the strainer cover. Lift strainer from container and thoroughly clean. If the container is full of sediment, remove the plug at the bottom of the container and allow water to drain into the bilge. Remove the container and clean any sediment. Install the container and plug. Install strainer in container and secure cover. Open the seacock and check for leaks.

CAUTION

Seacock must be in the CLOSED position before servicing a strainer.

5. Start engine and the generator. Check all exhaust systems for leaks. If you notice a leak, see your authorized Cobalt dealer.
6. Check all fuel lines and connections at fuel tanks, engines and the generator for leaks. If you detect a fuel leak, immediately see your authorized Cobalt dealer.

⚠ DANGER

Avoid the risk of fire or explosion. DO NOT operate your yacht if a fuel leak is detected. All fuels are combustible. A fuel leak must be repaired before starting the engine or the generator.

7. Check the portable and automatic fire extinguishers for proper charge.
8. Check the battery charge of both engine batteries. Be sure that the batteries can start the engine(s) and the generator before proceeding on your cruise.

Every 50 Hours

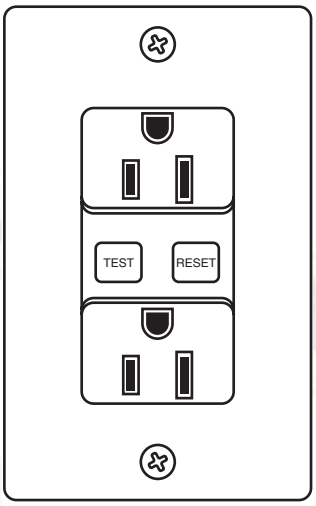
1. Be sure to clean seawater strainers as described in **Before Each Use**, Step 3.
2. Check propellers for damage. If bends, cracks or other damage are found, consult your authorized Cobalt dealer for service. Do not continue to use badly damaged propellers. Using damaged propellers may damage the drive system within time.

Every 100 Hours

1. Clean the bilge area. Make sure all drain passageways are clear. Refer to **Bilge**, in this section, for cleaning instructions.

Monthly

1. Test the GFCI outlet circuit breaker feature of each GFCI outlet. Push the test button on each outlet. Power should be interrupted to all the outlets onboard. Press the reset button to restore power. If power is not interrupted, consult your authorized Cobalt dealer.



COB_0079_A

NOTICE: Outlets may not appear as shown.

2. Check condition of all self-sacrificing anodes. If anode shows deterioration of 50% or more, it must be replaced. Refer to the propulsion unit operator's manual for additional information.

Quarterly

Have your authorized Cobalt dealer perform the following scheduled maintenance:

1. Clean the freshwater filter.
2. Fill, pressurize and inspect the freshwater system for leaks and proper component operation.
3. Inspect the steering, shift and throttle systems for proper operation.
4. Check all batteries for proper electrolyte level.
5. Check all hydraulic pump fluid levels.

UNSCHEDULED MAINTENANCE

A problem with a piece of equipment can occur at any time. Be aware of a malfunction. Have a problem serviced immediately by your authorized Cobalt dealer.

Engine/Propulsion/Cooling System

If a problem occurs with your engine, propulsion unit or the cooling system between the scheduled maintenance cycle, immediately notify your authorized Cobalt dealer. Do not allow a problem to go unattended. By doing so, a minor repair could become a major overhaul.

Electrical System

Have your authorized Cobalt dealer repair all electrical problems. An electrical problem must be treated seriously.

⚠ DANGER

Avoid fire or explosion. Whenever checking for electrical problems, use extreme caution. Fuel and fumes are extremely flammable and explosive.

Fuel System

Do not operate your yacht knowing you have a fuel system problem. Upon discovery of a fuel system problem, immediately notify your authorized Cobalt dealer for repair.

⚠ WARNING

Avoid fire or explosion. Whenever checking for electrical problems, use extreme caution. Fuel and fumes are extremely flammable and explosive. DO NOT operate your yacht when a fuel leak is detected. All fuels are combustible. A fuel leak must be repaired before starting the engine(s) or the generator (if equipped).

Water System

Fresh Water

Before departing on a cruise, check the level of fresh water onboard. Fill the freshwater tank and verify for proper operation of the freshwater system. If a problem is found, have the problem repaired at your earliest convenience.

Waste Water

Periodically check the level of waste water in the waste tank. Have your waste tank pumped out when needed and be sure that the waste system is always operating properly.

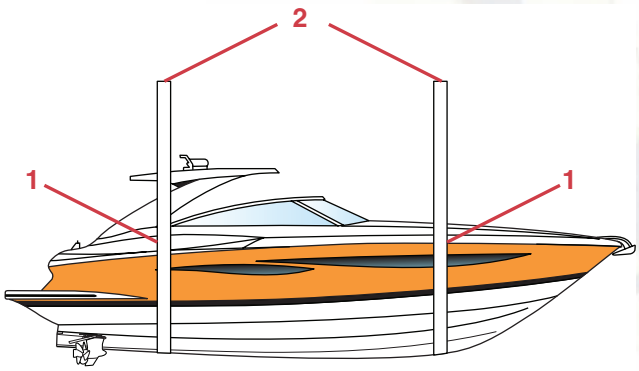
LIFTING THE YACHT

To prevent structural damage to your Cobalt yacht, the proper procedure must be used when lifting your yacht. Only use appropriate style lifting slings to lift the yacht. Slings must be used to lift the yacht.

Using Lifting Slings

The only recommended method of removing the yacht from the water is to use lifting slings. Slings must be the flat, wide-belting type. Do not use cable-type slings. The spreader bars used with the slings must be wide enough to avoid pressure to the gunwales.

Your Cobalt yacht has sling location decals on each side of the hull to indicate where each sling should be located. Use the decals to position the slings.



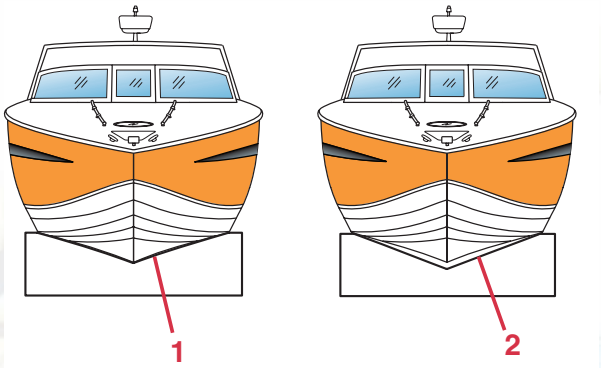
1 – Sling Tag Location
2 – Flat, Wide-belting Sling

Storage Cradle/Stands

Only use a storage cradle or stands designed for your yacht to store your yacht when it is not in the water. A storage cradle or stands for your yacht will provide proper support and prevent stress on the hull.

Position the storage cradle as close to the sling tag locations as possible. Use caution not to damage any underwater fittings.

The storage cradle must completely touch the hull for proper support. Avoid any gaps between the cradle and the hull.



1 – Hull completely on cradle — correct
2 – Gap between hull and cradle — wrong

Store your Cobalt yacht on a storage cradle with the bow slightly elevated, the same attitude as if the yacht were floating at rest. If the yacht is stored with the bow down, moisture will not be able to move to the engine bilge area and out of the yacht. Remove the transom drain plug.

Be sure that all compartments in the bilge completely drain. Mold and mildew may form as a result of the inability of moisture to escape.

STORAGE/WINTERIZATION

Preparing for winter lay-up is important. In frigid zones, be particularly attentive to items that can be damaged by freezing. Freeze damage is not covered by warranty.

The following items require special attention for winterization. Your Cobalt yacht may not include all the features described. Have your authorized Cobalt dealer perform winterization procedures for the following:

- Engine cooling and exhaust systems
- Fuel system
- Batteries
- Air conditioning and heating system
- Generator and muffler
- Waste water system
- Freshwater system
- Gray water system

After the yacht has been properly positioned on a storage cradle, thoroughly wash the hull, deck and interior compartments. Allow a couple of days of air drying before covering the yacht, store all cushions in the OPEN position and open all storage areas. This will help prevent mold/mildew from forming. Perform preventive maintenance to the interior and exterior of your yacht following the information in *Section 5*, **Interior and Exterior Care**.

Cover the yacht with a good quality cover. If a temporary poly cover, such as shrink wrap, is used, your authorized Cobalt dealer will install several vents to provide adequate ventilation to prevent mold or mildew.

NOTICE: For stowage, we recommend an optional mooring cover of 100% SharkSkin™ polyester. DO NOT use your tonneau cover for long term storage. These canvases were not designed for long term storage and do not provide good protection for your yacht. Adequate ventilation is not possible and mold/mildew will form.

For more information on appropriate covering for long term storage, see your authorized Cobalt dealer.

Reactivating the Yacht After Storage

Have your authorized Cobalt dealer prep your yacht for the upcoming yachting season. There are many systems that require special attention to ensure your yacht is in proper operating condition.

- Carbon monoxide detector
- Fuel and exhaust systems
- Engine's cooling, exhaust and lubrication systems
- Air conditioning and heating system
- Generator and muffler
- Freshwater system
- Waste water system
- Gray water system
- Batteries

It is very important that all fuel systems and exhaust systems be thoroughly inspected and repaired, if necessary, before operating the yacht. Also, any accessory exhaust systems must be in proper operating condition.

⚠ DANGER

Avoid the risk of fire or explosion. Inspect the fuel system. Failure to inspect the fuel system and allow fuel leaks to go undetected will contribute to a fire or explosion hazard.

⚠ DANGER

Avoid the possibility of injury or death. Exposure to carbon monoxide (CO) can cause severe injury or death. All gasoline engines produce CO. CO is colorless, odorless and dangerous. Direct and prolonged exposure to CO will cause brain damage or death. Signs of exposure to CO include nausea, dizziness and drowsiness. Avoid exposing your passengers or yourself to carbon monoxide.

TROUBLESHOOTING

The following chart will assist you in locating and repairing a minor problem. Have your authorized Cobalt dealer assist you with service issues.

Your Cobalt yacht is equipped with many safety features. Make sure that all safety features are functioning correctly. If you are experiencing any problems with any of the safety systems, contact your authorized Cobalt dealer.

⚠ DANGER

Avoid the risk of fire, explosion, electrocution or bodily injury. Fuels are extremely explosive and flammable. Use extreme caution when handling fuels.

- **Whenever checking for electrical problems use extreme caution.**
- **Battery acid can cause blindness if splashed in eyes, burning of skin. Wear protective gear.**
- **Disconnect battery cables at the battery before making checks or adjustments around the engines and electrical components.**

Engine

For further troubleshooting information other than given here, refer to the propulsion unit operator's manual.

Symptom	Possible Cause
Engine will not crank	For manual override, turn red switch on battery switch to the ON position.
	Shift position – check to see that levers are in START or NEUTRAL position.
	Battery condition – verify batteries are fully charged.
	Starter connections – check connections and tighten. If solenoid clicks when attempting to start engine, check battery connections. If condition persists, see your authorized Cobalt dealer.
	Engine circuit breaker – verify breaker is in operating position.
	DC MAIN – be sure breakers or ignitions are on.
	Faulty ignition switch – see your authorized Cobalt dealer.
	Engine problem – see your authorized Cobalt dealer.
Engine cranks but will not start	Fuel valves – be sure fuel valves on tank and valves on fuel filters are open.
	Contaminated fuel – see your authorized Cobalt dealer.
	Engine problem – see your authorized Cobalt dealer.
Low starter speed	Weak or bad battery – see your authorized Cobalt dealer.
Engine runs erratically	Air in fuel lines – check fuel system and tighten all fuel fittings – see your authorized Cobalt dealer.
Engine vibrates	Propeller condition – shut off engines. Check for bent, broken or damaged propeller. Check for weeds on propeller.
	Engine problem – loose engine mounts or misaligned – see your authorized Cobalt dealer.
Engine runs but yacht makes little or no progress	Fouled or damaged propeller – shut off engines. Check for weeds on propeller, bent or broken propeller. See your authorized Cobalt dealer.
Performance Loss	Throttles not fully open – check to see that both throttles open fully at engines.
	Improper fuel – fill tanks with correct fuel.
	Overheating – immediately turn off the engines and contact your authorized Cobalt dealer.
	Yacht overloaded – reduce load.
	Yacht trim – distribute yacht load evenly.
	Improper propeller selection – see your authorized Cobalt dealer.
	Excessive bilge water – check for excessive water, drain bilge.
	Yacht hull condition – clean if marine growth is present.

Electrical

CAUTION

Correct a problem with the electrical system before resetting a circuit breaker.

Symptom	Possible Cause
Electrical component will not function	Circuit breakers tripped or in the OFF position – correct the problem and reset; turn circuit breaker on.
Dim or no lights	Circuit breakers tripped or in the OFF position – correct the problem and reset; turn circuit breaker on.
	Battery discharged – charge battery.
Generator will not start	Power switch in the OFF position – turn power switch ON.
	Engine Problem – see your authorized Cobalt dealer.
No AC power	Circuit breakers tripped or in the OFF position – correct the problem and reset the shore power inlet breaker or the breaker on the cabin distribution panel.
	Make sure shore/generator selector switch is positioned correctly.
	Ground fault circuit interrupter tripped – reset button on the outlet and test. If problem exists – see your authorized Cobalt dealer.
Generator shuts down on its own	Remove all AC loads from generator. Make sure raw water seacock is open. Check fuel filter.

Plumbing

Symptom	Possible Cause
No water at sink	Freshwater pump circuit tripped or in the OFF position – correct the problem and reset on the display.
	Freshwater tank empty.
	Freshwater pump defective – see your authorized Cobalt dealer.
	Filter plugged – clean filter located at the tank under mid-berth.
Low water pressure at sink	Make sure water filters are clean, or replace. Damaged freshwater pump, restriction or obstruction in waterline – see your authorized Cobalt dealer.
Head will not flush	No battery power or water pressure.
	Line to waste tank blocked – see your authorized Cobalt dealer.

REFERENCE AND FORMS

OPERATION QUICK REFERENCE

Your safety, the safety of your passengers and other vessels are among your responsibilities as operator of the yacht. Your yacht must be in compliance with USCG safety equipment regulations.

Before Launching

If pulling from storage, de-winterize the engine(s); consult your authorized Cobalt dealer if necessary.

- Have enough PFDs for every person onboard.
- Make sure you have enough fuel.
- Verify the batteries are fully charged.
- Check all fluid levels. Refer to the propulsion unit operator's manual or consult your authorized Cobalt dealer.
- Check weather conditions.
- Be sure the lights, horn, bilge pumps and other electrical equipment are in operating conditions.
- Be sure the fire extinguisher, signaling devices and other emergency gear are onboard and in proper operating condition.

Pre-Operation

- Test operation of carbon monoxide detectors.
- Open all seacocks and check for leaks.
- Check seawater strainers for leaks and accumulation of debris.
- Check generator fuel/water separator.
- Open windows, doors and hatches.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check that the steering system operates properly.
- Do not overload your yacht.

Starting Engines

- Turn battery switches ON.
- Make sure both shift levers are in the NEUTRAL position.
- Move throttle levers to the IDLE position.
- Turn ON ignition switches and start both engines.

After engines are warmed up, verify water temperature is within its specified range.

Casting Off

- Allow enough room between the yacht and the dock to swing the yacht away from the dock.
- Retrieve all mooring lines and fenders.
- Proceed slowly and sound a long blast to alert other boaters you are leaving.

During Operation

- Check gauges frequently for signs of abnormal operation.
- Check for excessive vibration.
- Monitor your fuel supply.
- Verify charging of the batteries.

Returning to Port

- Come to a stop a short distance from the dock, then proceed slowly.
- Have your fenders, mooring lines and the crew ready.

Stopping the Engines

- Slowly bring the throttle levers to the IDLE position.
- Move the shift levers to the NEUTRAL position.
- Turn the ignition keys to the OFF position and stop both engines, then remove the keys if leaving the vessel.

After Yachting

- Turn off your navigational lights, leave the anchor light on, if necessary.
- Check the bilge for fumes and water. Operate the blower and bilge pump, if necessary.
- Fill fuel tank to prevent moisture due to condensation.
- To prevent marine growth from accumulating on the hydraulic cylinder shafts, make sure trim tabs are up and propulsion unit drives are in the full IN position.
- Remove the ignition keys.
- Stow and secure all equipment.
- Pump bilges dry with manual switch.
- Close all water inlet seacocks.
- If possible, inspect the hull and propellers for damage.
- Check for fuel, oil and water leaks.
- Clean any spills, stains or moisture from the yacht. Inspect sea strainers.
- Turn battery switches to the OFF position.
- Remove any food, garbage and wet gear from the yacht.
- Secure lockers, hatches and canvas as equipped.

SERVICE LOG

Date	Hour Reading	Service/Repairs Performed

FUEL LOG

Date	Gallons	Hours	Gallons/ Hour

Date	Gallons	Hours	Gallons/ Hour

FLOAT PLAN

Copy this page and fill out the copy before yachting. Leave the filled out copy with a reliable person who can be depended upon to notify the USCG or other rescue organization, should you not return as scheduled. Do not file this plan with the USCG.

Name _____ Telephone _____

Description of Boat: Type _____ Color _____ Trim _____

Registration Number _____

Length _____ Length _____ Length _____

Other Info. _____

Persons Aboard: Name, Age, Address & Telephone

_____

_____

_____

_____

Engine Type: _____ HP _____

No. of Engines: _____ Fuel Capacity: _____

Survival Equipment:

PFDs _____ Flares _____ Mirror _____

Smoke Signals _____ Flashlight _____ Food _____

Paddles _____ Water _____ Anchor _____

Raft or Dinghy _____ EPIRB _____

Radio: Yes _____ No _____ Type _____ Freq _____

Destination _____ Est. Time of Arrival _____

Expect to Return By _____

Auto Type _____ License No. _____ Parked _____

If not returned by _____ call the Coast Guard, or _____

(Local Authority). Coast Guard Telephone Number: _____

Local Authority Telephone Number: _____

YACHT INFORMATION

Store this information in a safe place other than on your yacht.

Owner _____

Home Port _____

Boat Name _____

Selling Dealer _____

Port Ignition Key Number _____ Starboard Ignition Key Number _____

Cabin Key Number _____

Registration Number _____ State _____

Hull Serial Number _____ Warranty Registration Date _____

Engine Make and Model Number _____

Port Engine Serial Number _____ Starboard Engine Serial Number _____

Port Drive Serial Number _____ Starboard Drive Serial Number _____

Propeller Size _____

Generator Model Number _____ Serial Number _____

VHF Radio Make and Model Number _____ Serial Number _____

GPS Make and Model Number _____ Serial Number _____

Radar Make and Model Number _____ Serial Number _____

DVD Make and Model Number _____ Serial Number _____

Stereo Make and Model Number _____ Serial Number _____

TV, Cabin Make and Model Number _____ Serial Number _____

TV, Mid-berth Make and Model Number _____ Serial Number _____

Subwoofer Make and Model Number _____ Serial Number _____

COBALT BOATS

Cobalt Boats
1715 North 8th Street
Neodesha, KS 66757
www.cobaltboats.com

P/N 451450

Printed in U.S.A.