

UNNAMED — COBALT



Builder: COBALT

LOA: 22' 0" (6.71m)

Year Built: 2004

Beam: 8' 6" (2.59m)

Model: Cruiser

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **unnamed — COBALT** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **unnamed — COBALT** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

She may be a 2004, but you'd swear she was new when you see her on the lift. This pristine Cobalt 220 has been impeccably cared for and professionally maintained by Tidewater Marine. Fewer than 100 hours on the original engines! Always lift kept and used in fresh waters of Maryland and the lightly brackish waters of the Choptank River.

Basic Information

Category: Cruiser

Model Year: 2004

Year Built: 2004

Country: United States

Dimensions

LOA: 22' 0" (6.71m)

Beam: 8' 6" (2.59m)

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Volvo

Model: 5.7 GI

Engine Type: I/O

Fuel Type: Gas/Petrol

DETAILED INFORMATION

Review

Stylish runabouts in the 20-foot class pose a quandary for the boat buyer, especially those who venture out in the big water. Trailerable, but big enough for most purposes, 20-foot boats lack the length and weight to offer a comfortable ride in serious chop. We know - too often we've been chased off the St. Lawrence by that southwest wind. Responding to boaters' needs for a more ample craft, a number of manufacturers now offer big 24-foot bowriders - a size, however, that many prospective owners find to be "too much boat." The ideal compromise seems to be a 22-footer. Chaparral has a new one. Bayliner just announced theirs. Cobalt's 220 was the first of the new wave and it's a dandy.

According to a Cobalt spokesman, the design team, including a naval architect, had one directive for this boat, "No compromises." The result - a stunning example of the best of contemporary boat-building artistry.

Cobalt's signature seven layers of hand laid fibreglass plus all-fibreglass stringers and honeycomb Nida-Core floors, provide the weight and the quiet. However, hull thickness alone does not explain the Cobalt's easy ride. Walk up to the front of a 220 and you'll be struck by the narrow angle of the bow. This boat doesn't chest its way through the waves like many of its wide-prowed competitors, it carves - reducing both the physical pounding and the noisy slap.

A sharper bow does nothing to detract from the boat's other performance attributes. The rest of Cobalt's extended running surface hull combines a wide beam sitting on a deep-V with functional bottom strakes and reverse chines. Lunging on to plane with little bow rise, the boat's acceleration, speed and handling never fail to please. Crank the wheel at speed and the 220 banks like a fighter plane, on track and skate-free.

Performance notwithstanding, a luxury boat means luxury features and the 220 exudes quality and style. We loved the classy, oh-so nautical, dark blue side treatment on our test boat. The gelcoat has a gleam of its own. The upholstery is lush and beautifully sewn.

The Bimini top is supported on heavy-wall stainless tubing. When reefed down by Cobalt's innovative threaded front stays, it's as rigid as a welded frame. The stern, from the 18-inch wide base on the full-width bench to the "waterfall" transom that cascades to a huge swim platform, is a marvel of comfort and convenience. The waterfall design eliminated the place for a ski tow so Cobalt designers created a pop-up pylon that hides in the deck - a patent is pending. The Bimini top is supported on heavy-wall stainless tubing. When reefed down by Cobalt's innovative threaded front stays, it's as rigid as a welded frame. The stern, from the 18-inch wide base on the full-width bench to the "waterfall" transom that cascades to a huge swim platform, is a marvel of comfort and

convenience. The waterfall design eliminated the place for a ski tow so Cobalt designers created a pop-up pylon that hides in the deck - a patent is pending.

Exclusions

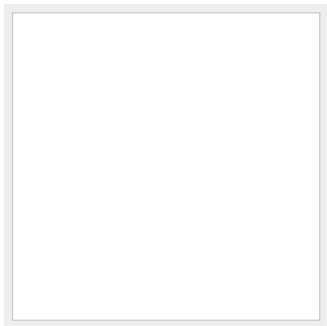
Owner's personal belongings.

Disclaimer

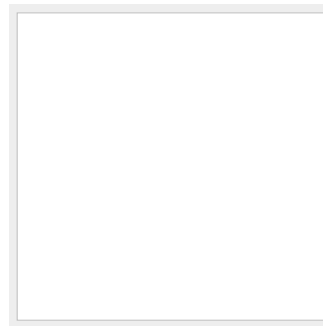
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PHOTOS

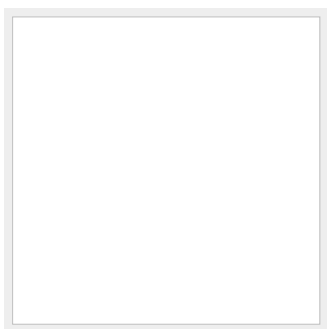
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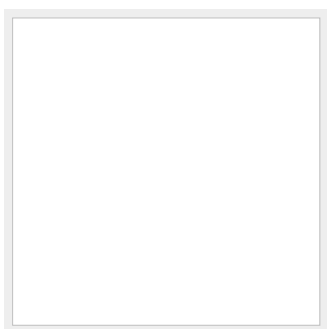
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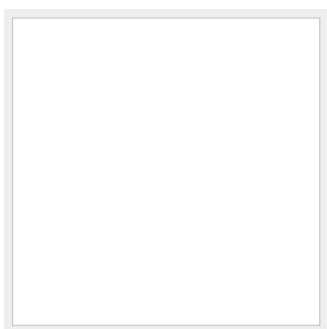
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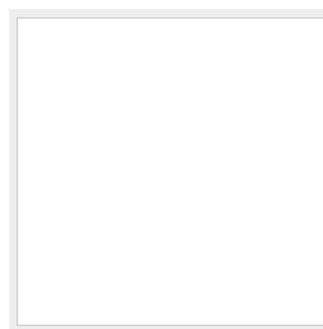
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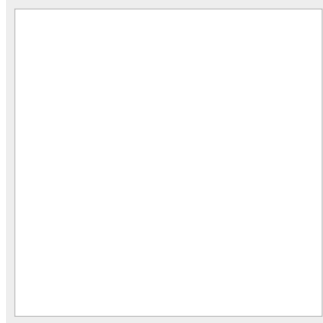
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