

**Shockwave's New 35' Magnatude**

# Expands Blue Water Horizons



The Shank family ride made its debut at Desert Storm, but they're normally ocean-bound — and this new twin 700 machine was built to suit by Kevin Spaise



**These aren't exactly the most conventional times** to release a new boat, particularly when it's the biggest, deepest, and most involved release in the history of your company. So it goes with Shockwave's 35' Magnatude, heir apparent to the role of blue water flagship in this talented SoCal company's realm, and the latest in a 15-year series of hit Shockwave models.

Rather than a stretched and slightly evolved version of the existing 34' Magnatude, also a multiple step bottom with a true 24 degree cut, the first 35' broke out of the molds recently, and made an appearance at the 2009 Desert Storm event. Buffed up with a set of great-sounding 700s that let this sweet-riding hull

out of its cage, Scott and Kimberly Shanks' *Mad Props* broke out of the box with a SmartCraft sanctioned hundred mile an hour pedigree.

Shockwave notched the transom and beefed up the lifting strakes, building a little more bow lift in the process and airing out the ride a bit, and positioned the steps differently. The resulting ride, says Shanks, gives him the same stability he experienced in his old 29', and the changes also built some speed into what turned into a completely new bottom. They also added some coring to the sides and bottom, and optional vacuum bagging for optimal power to weight.

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Nor does the new Magnatude resemble the old one above the water line. Shockwave added some heft to the boat, and found that elevating the freeboard and raising the windshield three inches had a dramatic impact on the interior feel. With more of their customers heading to offshore destinations — Catalina Island, 26 miles off the Long Beach coastline, is a favorite weekend destination for the Shanks. In fact, many of the evolutionary interior design changes were aimed at making the 35' an even better overnight companion.

That includes carrying the 24-degree vee all the way to the back of the boat. "It might cost us a little speed, but our priority is to get our owners through that rough water — that's where you'll really see the difference between this boat and some others that are called offshore boats," explained Bobby Anderson, who helped start the company in 1992.

The most radical styling change integrates a large rear swim platform, where the old Magnatude had a bolt-on version. That helped in the overall softening of some of the boat's lines, giving it a more slippery shape and smooth look. A new hatch design smoothed out the rear flanks.

Shockwave tooled some shape into their traditional flat dash, and filled it with a full set of Livorsi gauges — instruments whose role has been reduced almost exclusively to cosmetic. "I didn't think I'd use the SmartCraft VesselView as much as I have," said Shank. "The color screen is really easy to see, and I have everything keyed in the way I want. I can see the water pressure, where the tabs and drives are, temperature, anything else I want instantly."

Shockwave's interior was updated with a cleaner look and design in their non-

skid floor and integrated compartments, a high capacity integrated ice chest, and a hefty increase in overall storage capacity, with a redesign of the bins and cabinets. With the added inches to the deck, the cabin also gained height, and feels much larger than the 34. They built in provisions for a vacuum flush toilet, something that the Shanks have grown to appreciate as their ocean hours have added up. In the first six months they owned it, the Shanks had already logged six trips to the island. Another recent highlight: anchoring for a center stage spectator seat for the start of the Catalina Ski Race.

The cabin is trimmed in a soft simulated suede, and features an oversized berth, two sofa styled benches with plenty of head clearance, a large sink cabinet, TV, and indirect lighting — part of a dramatic illumination package that includes a very cool blue water glow around the transom of the boat. Any time a door is opened on the boat, an LED light announces it.

Shockwave's gelcoaters started with a solid color canvas, a particularly rare tact in a shop known equally for its painting skills and somewhat conservative approach in the booth. That artistic decision is not without consequence, as the Shanks found out as the Havasu sun rendered the deck of their boat not suitable for barefoot crossing. Carbon fiber interior inserts compliment the look.

Those inclined toward salt-water use might follow the Shanks lead in how the boat was rigged. As a repeat Shockwave and former Essex buyer (he loved both boats), Shanks was familiar with the beauty of billet — but equally aware of the devastation of salt. In the ocean, stainless is king of the metals, and Eddie Marine created a coor-



minated compliment of stainless pieces. Bezels, cleats, gas fills, transom eyes, Livorsi elliptical bow lights — all of it was stainless. The riggers went on a hunt for aluminum throughout the boat, and replaced it with steel at every opportunity. Even the cosmetically superior billet hatch hinges were jettisoned in favor of a simpler, possibly more resilient center ram.

Shockwave offers the hardware package in all of their boats, part of the philosophical flexibility that has been a company trait since its inception.

Heavy duty motor mounts were fabricated to adjoin the 700s, which were paired with NXT surface-styled drives. The 1400 horse machine is propped fairly aggressively, with a set of Mercury Racing 37s, which hook up “right now,” according to its owner. He’s working with Shockwave in finding top dead center in the dial in process, and the boat continues to find faster legs with more water time, testing, and toying with propellers and drive height.

*Mad Props* reflects not only Shockwave’s considerable building skills, but a good

deal of its owner’s creative input. The sides are capped, except for stainless rub railing that disappears into the hull sides about 18” from the bow and stern

It was that cooperative customer interaction that helped create the new 35. The Shanks were as much consultant as customer in the build-out of this new model — they personified the boaters that Shockwave had in mind when it began taking shape two years ago. They were upsizing, wanted a hull tough enough to neutralize the occasional miserable condition, capable of extreme speeds on the lake, and knew the boat they wanted.

“It goes back to listening to the customer with every boat we build, and their input reinforced a lot of things we heard from our other owners,” said Anderson.

The involvement paid off in a once in a lifetime opportunity to help shape the Shockwave experience not just for himself, but for future owners. “I loved my 29,” said Shank. “But the new boat feels like *twice* as much boat. It’s just an incredible driving experience, and our family loves it.” 

