

SURE THING

THERE'S NO DOUBT SHOCKWAVE CUSTOM BOATS' 28 DECK BOAT IS THE COMPLETE PACKAGE.

NOT MUCH MORE THAN TWO YEARS AGO, SHOCKWAVE CUSTOM BOATS WAS PUTTING THE finishing touches on its first 28 Deck Boat. The Corona, Calif., company knew it had a good boat on its hands. Just how good was to be determined.

After testing one of the builder's first 28-footers in late 2007, the *Powerboat Test Team* was very impressed. The boat took full advantage of its 525-horsepower engine, displayed excellent handling characteristics and featured top-notch construction.

For our second go-round with the 28 Deck Boat, this time at the 2009 Performance Trials in Parker, Ariz., Shockwave installed its largest power offering to date. With a supercharged 800-hp big-block under the hatch, the boat showed it could handle the power and more.

PERFORMANCE

We knew from experience that the single-step catamaran hull with a center pod could compete with any deck boat in its class. But you never know how a boat will respond to additional horsepower. We're pleased to report that the 28 Deck Boat took full advantage of the Teague Custom Marine 800 EFI engine and a beefy IMCO Marine Xtreme Advantage SCX drive with a 1.5:1 ratio.

While the manufacturer estimated a top speed of 100 mph, the best our test driver could get on the hot day was 96.1 mph at 5,900 rpm. Running to top speed, the 28 Deck Boat handled like a dream. It felt secure on the water and never wandered during our runs on the Colorado River.

Equipped with a lab-finished, 32"-pitch Mercury Bravo One propeller, the 28 Deck Boat

was quick out of the hole. It took 3.6 seconds to get on plane and almost 17 seconds later it was running 81 mph. In the midrange, the throttle response was instant. The deck boat shot from 30 to 50 mph in 3.9 seconds and from 40 to 60 mph in 4.3 seconds. The 40-to-70-mph drill took a respectable 7.4 seconds.

The 4,700-pound catamaran earned high scores in all the slalom drills, and aced turns at cruising and full speed. It also tracked flawlessly at all speeds and went over any boat wakes we encountered with ease. Another notable aspect of the boat's performance, which can be credited to IMCO's full hydraulic steering, was that there was no steering wheel torque.

WORKMANSHIP

Like the first 28 Deck Boat we tested from Shockwave, our test model was a knockout.

The attention to detail and the fit and finish received high marks from our inspector.

Starting with the precise gelcoat work, it was evident that the crew at Shockwave takes the appearance of its boats seriously. The catamaran's vibrant gray and blue graphics were integrated throughout the entire boat—Shockwave doesn't charge extra to color-match the hardware and interior. To keep the gelcoat like new, the builder installed a gray plastic rubrail with a vinyl insert, along with a half-dozen pop-up cleats around the catamaran.

Other hardware throughout the 28-footer included a pair of pull-down ladders mounted below the nonskid-covered swim platform, stainless-steel handrails for passengers in the front lounges and cat-eye-style navigation lights in color-matched bezels. A unique addition to the deck boat was a flush-fitting located under the left sponson.

To fit the upholstery-covered fiberglass engine hatch with the transom, Shockwave used two color-matched billet hinges. The hatch raised on a single screw jack to showcase a rigging effort that included properly secured wiring, a well-mounted engine and a sparkling-clean bilge.

The boat was laid up by hand with vinyl ester resin and tri- and quad-directional fiberglass. And the entire deck and hullsides were constructed using 4-mil Coremat and balsa core.







TEST RESULTS >>>

TEST CONDITIONS

Temperature/humidity	98 degrees/15 percent
Wind speed/water conditions	2 to 4 mph/flat

HULL INFORMATION

Deadrise at transom	13 degrees
Centerline/beam	28'6"/8'6"
Hull weight	4,700 pounds

PRICING INFORMATION

Base retail with MerCruiser 496 Mag engine	\$97,000
Price as tested	\$163,725

ENGINE & PROPELLER

Engine	Teague Custom Marine 800 EFI
Cylinder type	V-8
Cubic-inch displacement/horsepower	540/800
Lower-unit gear ratio	1.5:1
Propeller	Lab-finished Mercury Bravo One 15 1/4" x 32"

OPTIONS ON TEST BOAT

Upgrade to Teague Custom Marine 800 EFI engine and IMCO Marine Xtreme Advantage SCX drive (\$50,000), full hydraulic steering (\$4,800), full fade gelcoat (\$3,000), trailer upgrades (\$2,095), billet seat bases (\$1,200), trim indicator (\$750), two AquaSteps (\$750), billet speaker covers (\$675), Auto Meter gauges (\$650), billet shifter (\$650), helm stowage grates (\$625), cushions in helm stowage area (\$585), halon fire system (\$450), extra front cleats (\$350) and billet drive switch (\$145).

ACCELERATION

5 seconds	28 mph
10 seconds	55 mph
15 seconds	70 mph
20 seconds	81 mph

MIDRANGE ACCELERATION

30-50 mph	3.9 seconds
40-60 mph	4.3 seconds
40-70 mph	7.4 seconds

RPM VS. MPH

1000	7 mph	3500	49 mph
1500	9 mph	4000	60 mph
2000	18 mph	4500	69 mph
2500	23 mph	5000	80 mph
3000	36 mph	5500	91 mph

TOP SPEED AT RPM

Stalker Radar	96.1 mph at 5,900
Livorsi Marine GPS	95.5 mph

PLANING

Time to plane	3.6 seconds
Minimum planing speed	23 mph

FUEL ECONOMY

40 mph	NA
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FUEL CAPACITY

	84 gallons
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TEST LOCATION (ELEVATION)

	Parker, Ariz. (450 feet)
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MANUFACTURER

Shockwave Custom Boats, Dept. PB, 1800 Capital St., Corona, CA 92880, 951-898-9360, www.shockwaveboats.com.

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INTERIOR

Based on the rest of the boat, it came as no surprise to find stellar upholstery throughout the 28 Deck Boat's interior. The light gray material featured high-quality stitching with dark gray and blue accents that matched the boat's paint scheme.

The layout was fairly standard for a West Coast custom deck boat. Up front on each side of the walk-through to the bow swim platform was a pair of lounges with stowage below the cushions. Two cupholders were included in the cutout of each gunwale.

Working aft, there were dual consoles ahead of the extra-wide bucket seats for the driver and co-pilot. Basically mini-cabins, each console opened on a gas strut mounted on a trick scissor hinge and was lined with carpet. Inside was a small lounge with stowage below each cushion.

In the cockpit, the port-side co-pilot bucket was on a billet seat base. Ahead of it were two grab handles, a cupholder and a locking glove box. The L-shape lounge started behind the bucket seat and continued around to the starboard-side walk-through, which consisted of three steps to get to the swim platform. The backrest for the rear section of the lounge raised with the engine

hatch to provide plenty of room to access the engine and its accessories.

At the driver's spot, Shockwave kept the layout simple. A pair of oversized Auto Meter Pro-Comp Marine gauges in blue and silver bezels were mounted above the tilt helm with the smaller gauges on each side of the tach and speedo. Accessory switches were installed in blue panels to the right of the wheel and the Eddie Marine Elite Series throttle and shifter were mounted on an extension from the gunwale.

The entire boat was finished in white nonskid and Shockwave included plenty of courtesy LED lights in blue bezels that will come in handy after dark. Stowage was aplenty including a pair of carpeted in-sole lockers and a sizable anchor locker on the bow swim platform.

OVERALL

It's only taken two boats for Shockwave Custom Boats to prove to *Powerboat's* Test Team that it can build a quality deck boat.

Equipped with its most powerful engine to date, the nearly \$164,000 28 Deck Boat was a beauty and had plenty to offer—especially for the price. There's no doubt the catamaran is a complete package when it comes to performance and workmanship. **P**

Clockwise from top left: Mounted on a billet base, Shockwave provided a separate bucket seat for the co-pilot. For power, the builder selected a Teague Custom Marine 800 EFI engine. The entire sole of the deck boat was finished in nonskid. Eddie Marine Elite Series controls and an IMCO Marine tilt helm were supplied at the driver's spot.



WHAT WE LOVED: The catamaran's all-around performance and the amount of stowage space included throughout the deck boat.

WHAT WE'D LIKE TO SEE: Larger gauges on the dash and something extra in one of the consoles ahead of the driver and co-pilot.