

25' TREMOR

SHOCKWAVE

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Shockwave Custom Boats was built, boat by boat, on one principal: creating a stylish, high-quality, functional Havasu boat. Beginning with their open-bow runabouts, and these days spanning up to 34 feet, Shockwave has since its inception focused on the family lake boater, with a distinctly upper-end twist. It came as no surprise, therefore, to find their 25' Tremor such a satisfying overall experience. We're narrowly sidestepping a cliché here, but Shockwave builds their stock Tremor the way it needs to be built for full deployment in Havasu's waters, and other lakes like it.

They cover the base requirements—sound construction, elegant and nicely executed gelcoat, contemporary interior, and up-to-the-minute hardware and features—but they also assure the proliferation of their notorious customer loyalty and satisfaction with a deeper coverage of the family sport-boat experience. In the 25', that means a deeply cut vee, a nice sharp entry, excellent use of interior space, and a number of features that are second nature

to the experienced boater but might be overlooked by the shopping beginner.

Power begins, for example, with the base 496—the real base price isn't camouflaged by ridiculously low standard power. Our test boat was bumped to the 496HO, a sound decision that delivers noticeable pop for the \$4,500 crack. They rig every boat with Bennett tabs (this boat used Dana's prettier tabs and indicators, at \$1,800 over stock). It should

be noted that you probably won't call on the tabs much, unless you're towing wakeboarders or beginning skiers, or the water gets damned hairy, or you load the boat up pretty good. We played with them in our day's testing, but left them untouched in the course of normal day play. This a great, well-balanced hull, and tabs are an appreciated but largely unnecessary standard. Despite the relatively sharp entry, healthy 24-degree bottom cut, and full

freeboard, the boat carried extremely well and was very nicely balanced at all speeds, including low rpm. That's the sign of a good family hull.

Shockwave equips its standard Tremor with a decent and neatly installed 200-watt Pioneer single CD system, with four 6x9s and a hand-held remote, part of a standard interior execution that smacks of the company's routine, high-end intentions. This one was fortified with a lavish Sony system, with big Fosgate amps, dash and transom remote commanders, and a slew of speakers.

Storage cover, drop-through bolster seating (which we appreciated as we curled through the marina in high traffic), dressy powdercoated railing, and high-end Mercury Off-shore controls are base-boat



WHAT THE DRIVERS SAID

Driver #1: "The Shockwave is an easy-handling boat and a really fun boat to drive. It has a little more freeboard than a lot of boats, giving you a secure feeling. The Shockwave had great controllability in the low-speed maneuverability test. And then, as we brought it up to the cruise range, we found that it was really a fun area to drive this boat. Running 71.8 mph in the top range, I thought a generous speed for this boat with a 496 HO—that's really to be commended. It's a joy to drive."

Driver #2: "This is a pleasant boat performance sport boat to run. The bottom configuration has plenty of vee in it. It gives you a nice, smooth ride. Gets on plane well, and it doesn't take any special talent to drive. So you don't have to be constantly worried about where you are trimmed or how you've got the boat set up. This boat also comes with tabs, but I didn't use the tabs whatsoever. I didn't ever seem to need them."

fare. Also included are a compass, depth gauge, dual batteries, and electric hatch—we've seen builders charge upgrade fees for some or all of these features. Dana's double-trick, rapid-action hinges replaced the stock, push-button lid hardware, at a \$1,500 pop.

In short, Shockwave builds their lake boats the way a custom lake boat should be built, from the soundness of the construction, to the features that define a custom boat.

It's one thing to rig a boat with the right gear, but it's quite another to do so with such attention and skill that even our jaded

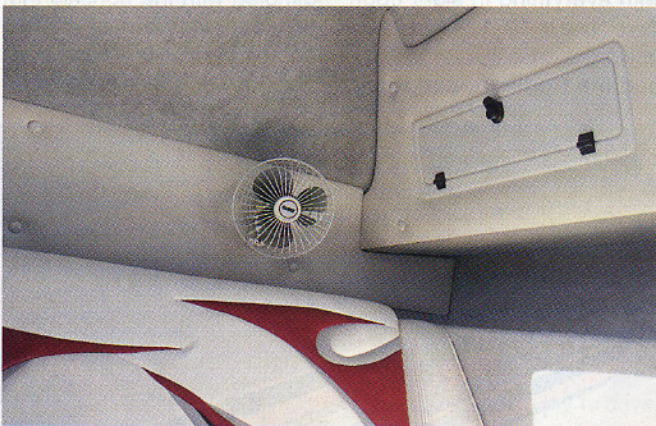
test examiners are duly impressed—and that is precisely what happened with this boat. It was simply outstanding, in every regard. Shockwave used a time-honored combination of reds and grays in putting their paint job together, and it was beautifully done. The bow was awash in color, which also defined the deck crown. The boat looked great in the water, and it held up in the parking lot: it earned best possible marks for its gelcoat execution, fiberglass work and crisp tooling. "A good, clean boat, with plenty of attention to detail," wrote one of our inspectors, who gave the boat top ratings for its color work and cleanliness of its tooling.

The Tremor uses an external, bolt-on fiberglass swim step, which was adequately sized and effectively positioned to enable easy boarding over the transom. Upside, cleats are flushed, and they were trimmed with red powdercoated billet bezels that were perfectly matched to the glass sheen.

Matching powdercoated support hardware was liberally placed throughout the boat, and Shockwave integrates a suave and detailed interior color treatment to match the gelcoat and hardware. This combination was very pleasing to the eye, well done all the way.

At least part of the Tremor's popularity has been based on the oversized feel of its interior,

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SPECIFICATIONS

Centerline length: 25'

Beam: 100"

Bottom: 24-degree single step

Power: MerCruiser 496HO/Bravo I (1.5:1)

Prop: 23" Mercury Revolution

Water conditions: Moderate

Base price: \$63,500

Standard features: 496 Magnum/Bravo I, unlimited gelcoat colors, matching Dana billet hardware, Pioneer stereo with four 6x9 speakers, interior lighting, powdercoated railing, bimini top, storage cover, dual batteries, electric hatch, matching interior colors, Bennett tabs, Kiekhaefer offshore controls, depth gauge, compass, drop-through bolsters,

locking battery switch

Options: 496HO upgrade (\$4,500), Dana power hinges (\$1,500), Dana tabs/indicators (\$1,800), Sony system (\$4,200)

Price as tested: \$75,500

Top speed: 71.80 @ 5,100 rpm

Mfg. est. mph in ideal conds.: 72 mph

Idle noise: 74.8 dB

2,000 rpm noise: 84.5 dB

4,000 rpm noise: 90.2 dB

Speed @ 3,000 rpm: 36.9 mph

Speed @ 4,000 rpm: 54.2 mph

Shockwave Custom Boats
1800 Capital St.
Corona, CA 92880
(951) 898-9360

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and this is a big boat for its size. The bow seating section is nicely sized, and seats an honest four, without playing Twister. Another plus here: the forward section of the boat is designed to allow driver visibility over bow-riding passengers, even large ones: our field of vision remained unaffected by our six-foot-one rider up front.

Its crawl-through midcabin is nice and tall—you can't stand up below, but there is no issue with head room, even for tall occupants. It's much more family-friendly than some of the other cabins in this size class, and four can hang below very comfortably.

None of this comes at any dimensional expense to the main cabin, which secures passengers with large, bolster buckets, and a great, wide rear bench that will easily seat four.

Logo'd Beedee instrumentation relays the haps, and it's allocated to a single level of the dash panel, elevated nicely over the steering wheel. Gauges are easy to monitor, and they included a depth gauge, and Richie compass. Higher-end MerCruiser individual throttle and shifter controls were standard, and they were comfortably accessible. Lighting is properly placed to cover the entire interior, and there were eight allocated cup holders.

The Tremor's sensible topside design and interior elegance found a sweet balance behind its driving and riding manners. This boat brought on another round of impressive performance from a sound, solid, and very efficient design, and we absolutely loved the 496HO combination in this boat. The match created an effortless drive, one which tapped into a vibrant, lively 70-mile-an-hour-plus peak speed, and a delightfully responsive journey getting there. As a driver, this boat is almost impossible not to like—we found no weakness. It planed easily and smoothly, and despite its healthy vee, there wasn't any drifting or side settling as we elevated it to its set. It's as easy to drive as anything is in the performance realm, and the hull is very forgiving to trim position. At one point, we put seven people in the boat, and its handling remained true and responsive, and the 496 was extremely well suited to bullying through the bigger loads. "The ideal power selection for this particular hull," wrote one of our performance drivers, who praised the combination's acceleration all the way through, top speed, stable ride, and dry on-board ambiance.

We also had the opportunity to pour the Tremor through some very rough water, and we generally liked what we saw. At higher speeds, in very rough water, the bottom conducted the expected search for a steady surface, and we reflexively slowed the

action. However, overall, we found the Tremor quite suited to the best and the worst of what you'll encounter at Havasu, and other well-populated performance waters.

Shockwave has earned a podium position in the family performance boat game, particularly on the strength of their mid-sized menu, of which the Tremor owns the starring role. This is a superior all-around machine, and the integration of the 496HO, along with rigging and setup that reflects Shockwave's firm handle on this hull, makes it even better. ■