

## Debut Party

Shockwave Custom Boats rolls out its first catamaran.



Anyone who follows the West Coast custom-boat scene probably knows of Shockwave's reputation for building quality V-bottoms. Now the Southern California builder hopes that distinction will carry over to a new catamaran line it's developing.

Shockwave recently brought us its new 26 Cat to Parker, Ariz., with a MerCruiser 496 Mag HO engine. And from the time we spent with it on the river, it made us think the boat would be ideal for the first-time catamaran buyer.

*By rolling out a new line of catamarans, Shockwave is giving its customers a full range of choices. Shockwave is now a reputable builder of V-bottoms and catamarans.*

"It's not the fastest out there but it's one of the better handling cats," said Bob Teague, POWERBOAT's lead test driver. "It's certainly good for people who don't have a lot of experience with catamarans because it's easy to drive."

With a 425-horsepower motor under the hatch, the catamaran delivered a solid top speed of 68.4 mph on GPS. The 26-footer is a



Clockwise from top: Color-matched and powder-painted panels with laser etching bring the gel-coat colors onto the dash. The cockpit was roomy for a 26-footer and featured an in-sole ski locker and gray carpeting. Twin swim platforms and grab handles assist with egress from the water, though not at this speed. Comfy, plush seats coddle the driver in comfort, and a tilt steering column makes the helm tailorably to anyone. Under the hatch, a 425-hp 496 Mag HO.





perfect candidate for more horsepower, but jacking up the ponies may take it out of the realm of an entry-level model.

The boat's bottom had a step in the center pod that was in line with a single step in each of the sponsons. There were also notches in the sponsons at the transom. The bottom delivered predictable handling and rode nicely through rough water.

The catamaran cruised at just over 57 mph with the big-block turning 4,000 rpm. At that speed, the 26-footer was getting 2.2 miles per gallon—a bonus considering today's gas prices. In fact, at all speed ranges the 26 Cat never got less than 2 mpg.


Shockwave brought a boat with minimal dress. Under the deck were pads and stowage with room for an ice chest. Figuring that most of the time is spent in the cockpit, Shockwave intentionally created a narrow sun pad. That extra room was used for a larger cockpit, one where passengers on the rear bench could easily stretch out.

The builder provided sit-down bucket seats for the driver and co-

pilot with color-matched grab handles on the seat backs. The boat's gold and blue paint scheme was continued on the bucket seats.

At the helm on the starboard side, Shockwave mounted the Zero Effort throttle and shifter on an extension from the gunwale. Privately labeled gauges were set in blue bezels neatly arranged on the dash. Just above the gauges and below the fairing were two cupholders on the flat surface (two more cupholders were located in front of the co-pilot). Rocker switches were to the left of the steering wheel and set on a blue color-matched panel.

Over on the co-pilot's side, Shockwave included a locking glove box. A 200-watt Pioneer stereo with a CD player was protected by a plastic cover and set just below the glove box. Shockwave covered the sole of the cockpit in carpet and the area leading into the space under the deck.

By rolling out a new line of catamarans, Shockwave is giving its customers a full range of choices. Shockwave is now a reputable builder of V-bottoms *and* catamarans. 



ERP 18

18

Shockwave 26 Cat