

# SHOCKWAVE

## 25' Tremor Walk-Through

Shockwave's biggest news in recent times has been the emergence of their offshore Magnum line, which summits at the grand 34'. Still, the Havasu-sized lake boat has carried the company—in particular, the best-selling 25' Tremor.





**A** great all-around lake machine with a sharp focus on the family, the Tremor has found favor among style-conscious lake families, both in their center-cabin cuddy, and closed deck. Their new 25' walk-through open-bow is cut from much the same cloth. Its tightly built top was designed for those of us who prefer full-daylight exposure on all on-board space, and it presents a large, roomy pathway to an uncommonly comfortable and highly hospitable bow seating area.

The new 25' draws its styling influence from the hard deck. It is the most recent in a spate of tooling from Shockwave, and a very Havasu-friendly vee-bottom has emerged.

It says a lot about Shockwave's production finish that we got just the second boat out of these molds. The early off-spring's glass work was definitely up to Shockwave's usual, impressive standards, and the detail and finish work sparkled on this brand-new boat.

The big bow seating is neatly integrated into the boat's look and lines, and the Tremor's appealing shape is further enhanced by gelcoat that works into the shape. Their fiberglass work and superior finish sheen have formed the core of Shockwave's production mantra since the company was formed, and it continues to serve.

Shockwave's gelcoat work stands out through crisp technique, and this boat's hot and cold color mix wore well. This ►



open-cockpit offshoot has leapt from the molds with a new identity, but with the Tremor's familiar, silk-smooth driving manners and strong sense of style.

### On Board

Powered with the fairly conservative MerCruiser 496HO/Bravo One, the Tremor is an excellent all-around family boat with great Havasu potential, and a comfortable, stable, 70-mile-an-hour cruise gear. Our 425-horse offering preceded a \$4,500 bump over base power. It was quieted nicely by a set of Rex Marine mufflers (\$900), and propped with a 23" Revolution four-blade Merc wheel. Bennett dual ram tabs are standard, but our boat didn't have indicators.

Hauling responsibilities were dedicated to the transportation pros at Extreme Engineering, who performed in typical, trick style. Out the door, including cost optional Dana power hinges (\$1,500), and a lowered swim step (\$450), the Shockwave sold for \$68,000.

The Tremor is a big, roomy, expansive deep vee that represents a bit upward size move in every way, from the 23-foot range. It's a big boat, seats a lot of people, carries loads of gear, and runs on an easy-driving bottom. The space up top has a big, generously cut bow seating section forward that will ride three adults, or two very comfortably, laying down. There is also a good-sized and deeply placed rear bench seat, and two densely supportive buckets on billet mounts. In all, ten people could mill pretty freely through the boat without spending too much time in one another's way.

We liked the drop-through bolsters, especially when we were docking and idling, and wanted more close-range visibility. The action engaged and disengaged easily.

The mounting hardware was effective enough, but Shockwave's installation technique left something to be desired, compared to the other premium boats in this size and price class. They use a smattering of ten screws per side in mounting the billet hardware, which was ice and

heavy duty, to the floor. There were plenty of fasteners, and the mount was stout, but the screws looked out of place on a high-end installation like this one.

The interior is fairly basic in design, with a flat dash panel, inset with a full contingent of Shockwave gauges by Beedee. The base boat is righteously equipped, with clean interior lighting, Pioneer CD system and six speakers, abundant cup holders, locking glove box, tilt wheel, and a depth gauge woven into a tight, clean and quality installation.

The billet hardware mix lent punch to the hot side of the gelcoat, and the stainless railing complimented a very visual mix. Stainless pop-up cleats frenched in on red bezels. The swim-step hardware and gelcoat were neatly matched.

### Performance

Shockwave owners are, by and large, Havasu boaters. Each of the three Tremor models key on all of the elements that come into play here. Its single-step, 24-degree vee quashes late-day chop, and passes on a comfortable ride. The Tremor's cockpit is plenty deep, and the passengers are positioned well within the boat, a characteristic some will find comforting on the occasional return trip through the rough.

On the other hand, this isn't a hull that lumbers around, and the 496HO gave it plenty of legs on the bottom end. After a little bit of skyward bow search, the Shockwave climbs right on top, and lowers into a smooth, accelerating glide. There is no tendency for the hull to porpoise or chine walk. The Tremor finds its natural, high-speed cruising attitude with effortless ease. It passes on an excellent command of the water through its wheel and controls, and at high rpm, it loosens up nicely without yielding any of that controlled feel.

When the water gets rough, you can really trim the nose in, and snug it up to use the cutting entry to full advantage. The boat has a very wide trim range, and you can feel its most efficient point at any speed you choose. The combination had plenty of acceleration through the midrange.

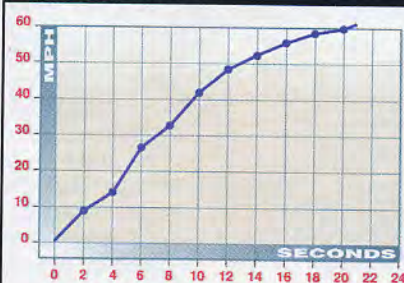
The Tremor turned quickly and respon-

sively, and didn't have any annoying tendencies to pull or catch a chine when it negotiated through the turns. Its steady handling makes the Tremor an easy family boat to drive, and an excellent family ride for any skill level.

### The Bottom Line

The Tremor walk-through combines a very convenient topside layout with a lot of comfortable, usable passenger space, in a deep, secure, and very comfortable environment. In the context of this very popular size class, the Tremor is a big 25', and it's a boat that is tailored to the ever-changing conditions of a big lake. Shockwave continues to build strong value into a solid model line, and this newest Tremor addition is already a great fit. ■

#### specifications



- Test conditions:** Moderate to rough
- Centerline:** 25'
- Beam:** 102"
- Bottom:** 16-degree step-vee
- Drivetrain:** MerCruiser 496HO Magnum/Bravo One
- HP @ prop:** 425
- Overall weight:** 4,400 lbs.
- Base price:** \$60,000
- Standard features:** Unlimited gelcoat, billet package, stainless rails, interior lighting, logo interior graphics, CD system with remote, stainless bikini, electric hatch, 70-gal. tanks, tabs, depth gauge, drop-out bolsters, offshore controls, Extreme trailer
- Options on test boat:** 496HO upgrade (\$4,500), Power hinges (\$1,500), lowered swim step (\$450), mufflers (\$900)
- Price as tested:** \$67,350
- 0-30:** 6.91 seconds
- 0-40:** 9.55 seconds
- 0-50:** 13.00 seconds
- 0-60:** 20.31 seconds

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