

# SHOCKWAVE 25' TREMOR

## Defining Moment

Versatility is a prized commodity in the mid-sized bowrider fleet, but it's not enough: overall excellence is the benchmark, in the context of family custom boating's defining class.

**A**s our boats have evolved through the years, our water has deteriorated in direct proportion. With each generation of lake boaters, one platform takes the lead as the all-around, go-to thoroughbred for the family mainstream. When family boating's mainstream began to ramp up, in the explosive early 1970s, it was the 18' family bowrider, with jet power, that reigned supreme. Boating got bigger, the water a little rougher, and suddenly the bar was set at 21-22'.

In the exotic performance jungle that defines today's hot-boating universe, the 25' bowrider has become yesterday's 21'.

If you're around boats for a time, you recognize a thoroughbred when you cross paths with one, and it seems impossible to us to determine otherwise after keeping company with Shockwave's 25' Tremor. This mildly stepped lake vee gave us a center court, pinnacle view of the state of the family performance bowrider.

This one came at us rigged as most are in this size class: under the power of Mer-Cruiser's 425-horse HO series and nicely followed through with a set of Dana billet tabs. We were propped conservatively and correctly, with a 23" 4-blade that delivered a crisp,

well-rounded feel throughout our water time.

A killer Sony system upgrade that showed off a trick ensemble of eight speakers and trick grills, a power hatch that exhibited a straightforward and clean installation, dual Aqua steps, a couple of extra cleats (totaling six), and a full bank of splendid Autometer instruments, it ran out at just over 85 grand.

That buys one of the roomiest and deepest-cockpits in this size class. The Tremor sports expanded dimensions that are absorbed nicely within its relatively tall stature—the lines are Shockwave's own, and the tooling was beautifully finished. The elevated slope of the crown, and expansive freeboard, created the sense of riding deep in the boat, one of the appeals of upsizing to a 25' in the first place. That sense is amplified behind the wheel, where the 4,400-pound hull's strong workmanship and solid feel become evident as we steer into hard, deep chop.

### On Board

We sat three fairly comfortable up front, in the Shockwave's neatly tailored bow seats. The seating pit was nice and deep up front, and sleek, accessible stainless railing defined the perimeter. The stainless, combined with the Eddie and Dana hardware mix that dressed the boat,



looked tough against this boat's stunning gelcoat artistry. We're accustomed to seeing outstanding graphics from Shockwave, and this was one of the best paint jobs we saw during the week. A gray flamed-out fade crept from the waterline, spilling into the

vibrant, blue base, in a very appealing color meld.

We loved these colors from a distance, but if you're considering them, know that this look comes with a price: it retains a lot more heat, in both the vinyl and the glass, than the lighter, more reflective sur-



The 496HO was a particularly satisfying, suitable, and value-driven powering choice for this combination.



faces. With test temperatures in the 90s, there were times that sitting in the seats wasn't comfortable without a towel.

We liked the cockpit depth, and floor lighting illuminated it nicely. Bolster seats dropped into gleaming, rectangular stainless tube bases, back-plated to carpeted flooring, another shade in a highly interesting, variously textured mix of gray tones. The choice to carpet, rather than leave an exposed liner, really enhanced the look and theme of this boat.

Ghosted flames caressed the sides of our forward seats. Inset side storage cubbies were nicely illuminated. Seat panels fastened with Velcro.

Side panels were richly covered surfaces softened to potential passenger contact points. Inset foot support and well-placed griphandles in cockpit were further security measures that family boaters appreciate—curiously, they were missing in the big, comfortable, roomy rear bench. This became somewhat of an issue because seated as deeply as one is in the rear seat of the boat (which sat four



The seating pit in Shockwave's neatly tailored bow was nice and deep up front.

abreast very comfortably), you really can't see where you're going while underway—the natural tendency is to stand. Grabhandles on the front-seat backs would have suited us.

Mostly, though, this boat's interior seemed to be two thoughts ahead at all times, in its positioning. Silver-faced Autometer Pro Comps (including compass and depth gauge) were easily read at the quickest glance. The split Livorsi billet controls, with their impeccably matched chrome knobhandles, seemed to leap into our palms and stick. A custom, three-spoke, molded wheel felt just right.

Cup holders were convenient, and most were properly shaded. The shotgun seat has a slick, deep, and well-tooled glove box, with aluminum cover, to hold incidentals. Purpose-cut billet switch panels were flushed into the dash. Shockwave embraced the

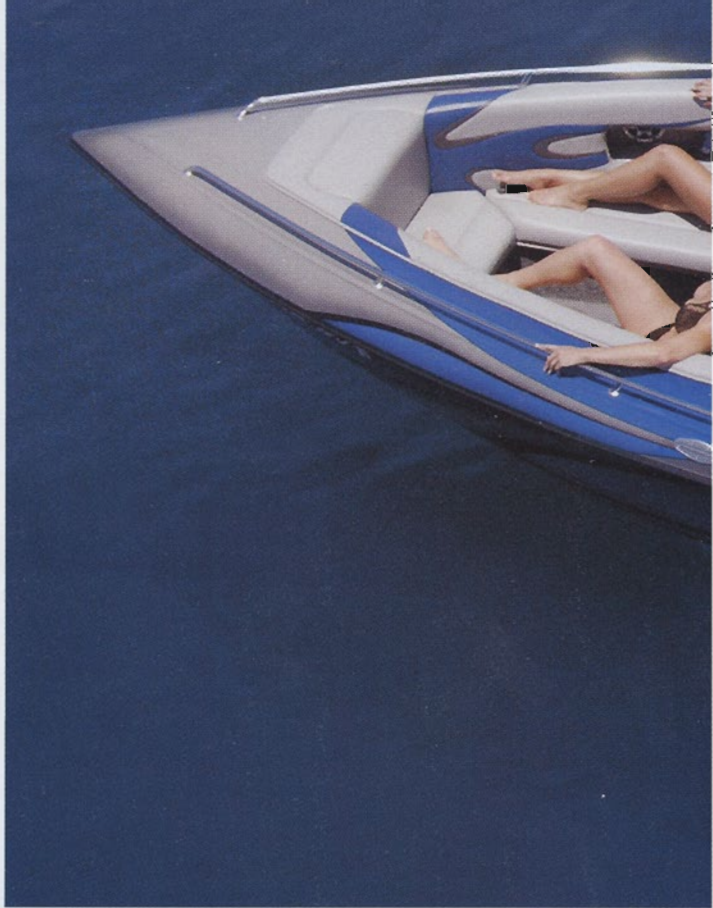
boarding handles, and a remote drive switch congregated at the stern.

Flame-accented cuddy couches were roomy enough for two per side, with plenty of headroom and legroom. The execution below was elegant and tightly finished, signature qualities of this in-house interior. Interior fans and cabin lighting are standard. Entry was fairly accessible, especially for a 25'.

Our engine hatch was neatly finished, and paneled off to create articulated storage. Dual batteries are standard.

**Performance**

Versatility is a most valuable commodity in the family bowrider realm: take that to the next level, and you get overall excellence, a term the Shockwave wears most comfortably. It came quickly to plane, showed off its polished handling manners from the first



**Flame-accented cuddy couches were roomy enough for two per side.**



**Bolster seats dropped into gleaming, rectangular stainless tube bases.**

clean, metallic interior theme completely, and against the silvers, grays, and blues throughout the boat, the results were spectacular.

Our Tremor's rear hatch was flat, wide, and thickly padded—a great family sunning area. The cockpit was full of soft, comfortable tanning slots, in fact. It was easy to climb over the hatch from the delicately nonskid surface of the swim step, which was bracketed on with heavy-duty billet hardware. A center ski tow, two large bar

flick of the Livorsi billet throttle stick, and reeled off a thoroughly impressive performance at the hands of our driving teams as we pushed it through the paces.

There was one thing that took some getting used to. Because of the aggressive cut of the windshield fairing, and the height of the bulkhead, low-speed navigation and skier retrieval were best accomplished while standing. Full, seated visibility became a casualty of the styling, and the

increased depth. Incidentally, despite the height of the deck glass, it wasn't particularly effective in deflecting headwinds.

We found the 496HO to be a particularly satisfying, suitable, and value-driven powering choice for this combination, which had no discernable holes in its performance profile. We were nicely elevated by the time we found 3,000 rpm, and found a level, steady set at 25 miles an hour and above. This boat loved to

cruise between 35 and 55: at an easy-running 4,000 rpm, we engaged a clean, elevated stance, and ran better than 56 miles an hour.

We stayed dry at all speeds, even in the roughest water we found. We appreciated the Shockwave's larger presence at several points during our allotted wheel time, most notably when we headed back to base, and put into a mile of thick, boot-high chop—we found this hull definitely big enough to counter Havasu's



Purpose-cut billet switch panels are flushed into the dash of the Shockwave.

often unruly conditions.

We hit 4,600 rpm in our 65.3 radar passes, run fuel heavy. At all stages of our rpm climb, this hull was receptive and responsive to trim, and showed strong pull all the way up the ladder. We liked the way this boat carried, and the way it handled driver input.

Our attitude remained flat, steady, safe, and porpoise-free as we moved the Shockwave through a series of tightening turns. At lower speeds, we showed a



The shotgun seat has a slick, deep, and well-tooled glove box, with aluminum cover.

little lean, as any 24-degree vee is prone to do, but nothing out of the ordinary. At speed, the tracking glued in nicely, and the hull showed its natural agility as we powered up.

The Shockwave handled and drove easily at speed. When we ran it all the way up, in rougher water, we liked the response as we tabbed in a tic, and the boat hunkered down and settled. We liked the way it ran and felt as we pierced the mid-60s. ■

## SPECIFICATIONS

Test conditions: Moderate to rough  
Centerline: 25'  
Beam: 100"  
Bottom: Stepped vee  
Drivetrain: MerCruiser 496HO/Bravo X  
HP @ Prop: 425  
Overall Weight: 4,440 lbs.  
Base price: \$71,000

Standard Features: Billet hardware, white-out package, stainless railing, compass, interior lighting, Shockwave gauges, CD system, bimini top, power hatch, dual batteries, interior fans, drop-down bolster, tabs, depth gauge, offshore controls.

Options on test boat: Bimini top (\$1,500), boat cover (\$1,300), transom stereo remote (\$400).

Total price as tested: \$85,635

3,000 rpm: 35.1 mph

4,000 rpm: 56.1 mph

Top speed: 65.3 mph @ 4,600 rpm

Acceleration:

0-30 mph: 7.54 seconds

0-40 mph: 10.37 seconds

0-50 mph: 14.05 seconds

0-60 mph: 21.50 seconds

30-60 mph: 13.96 seconds

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