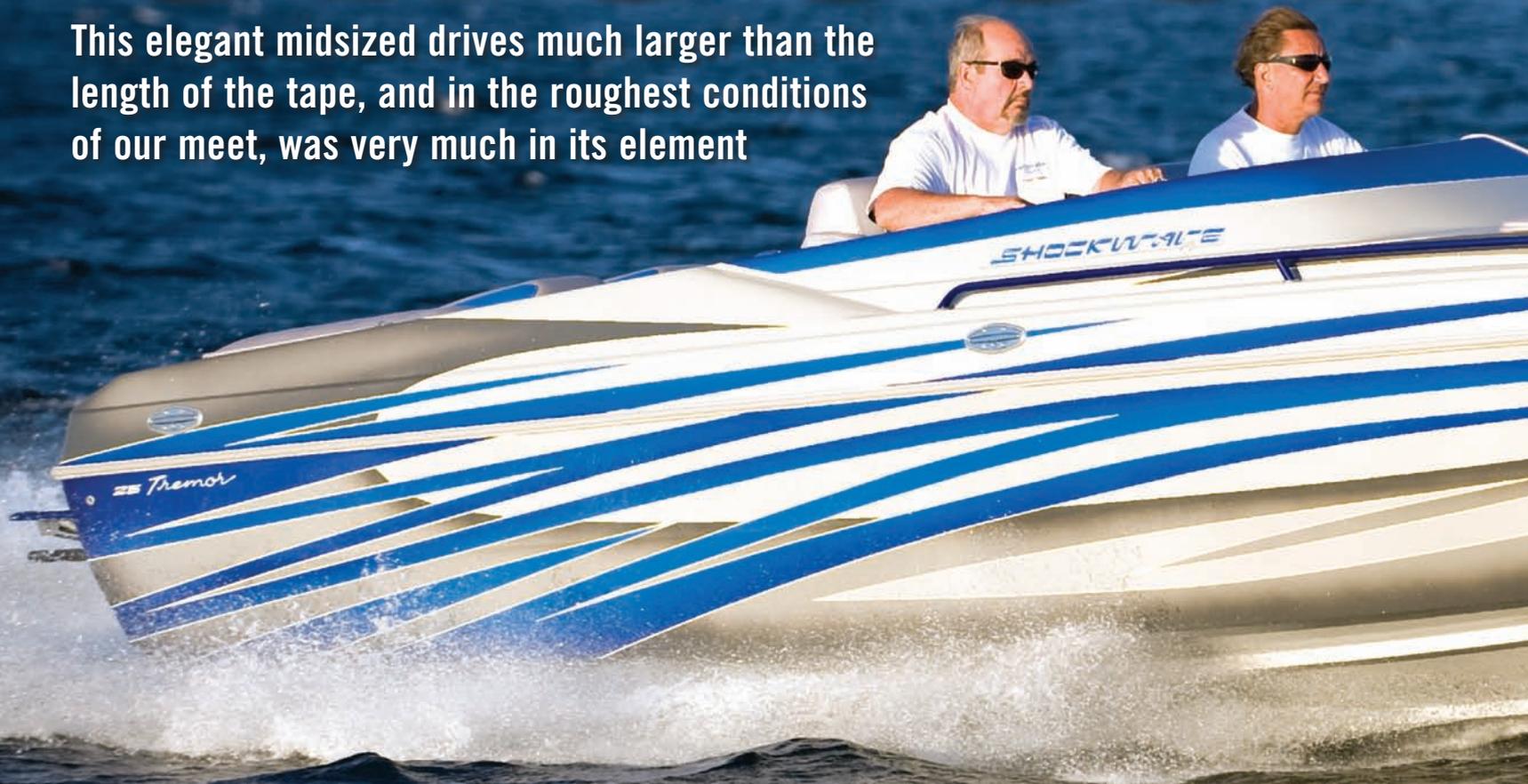


# Big Shooter

This elegant midsize drives much larger than the length of the tape, and in the roughest conditions of our meet, was very much in its element



Shockwave's 25' Tremor is a runaway bestseller in the midsize bowrider realm, and it's not difficult to figure out what's behind its popularity, once you've spent a few hours in the boat. Aside from the obvious excellence in its fit and finish, and a superior bottom beneath you, it's not long before you notice the size of this boat.

Not in a literal sense—by length alone, it's indistinguishable from a dozen other competitors in its size class. The thing that sets the Tremor apart is that it drives much larger than its length, a characteristic we found particularly endearing in view of the one- to three-foot conditions we found as

we idled our 496HO-powered machine into the most challenging test conditions we experienced on Lake Mohave all week.

Not only did the Shockwave meet the challenge, but it excelled. We whipped this boat up and down the lake, trimmed it into the sloppiest slop we could find at low, awkward rpm, executed crisp and precise turns and viewed them from the elevation of a nicely lifted natural ride. And between rounds, we noted the sharp detail and rich depth of its beautiful charcoal graphics and platinum fade, marveled at the supple touch and electric visuals of its carbon fiber interior motif and sampled one of the most comfortable and practical interior layouts

of any walk-through on the market.

The Tremor brought all the goods, and planted them on a bottom that defines peak lake boat performance, and reassured us that you don't need a behemoth to survive Havasu and lakes like it when the weather goes hostile.

#### ON BOARD

There's no getting around it: size does matter in a family bowrider, particularly when you're moving up from a low-profile lake runabout or a production boat in the 21- to 22-foot range. Shockwave's offering shows no sign of slowing down not only

# SHOCKWAVE 25' TREMOR



because this builder has earned a strong reputation for quality glass and top finish work, but because the Tremor has the feel, ride and layout of a larger boat. There's also a sense of deep industry knowledge onboard, a series of good ideas and clever engineering that the experienced performance boater appreciates.

One of them was Shockwave's buildup of the bow seating perimeter, which they've tooled about four inches higher than the deck surface, then finished it with nice upholstered lip. In so doing, they created a bit more freeboard and an extra layer of forward passenger security, added a diversion dam for splashing water (we saw it

in action) and softened the experience of climbing into the bow seats. The floor here is also nice and deeply set, adding yet more appeal to what is a very important part of the family bowrider equation. The seats themselves were cut for reclining—seating face to face isn't as comfortable. While we always advocate buying as much boat as you can afford, the Tremor's cockpit is a pretty good compromise for those who can't quite make the leap to a 28'.

The walk-through cuddy seating, one chair per side, contributes to the Shockwave's superior passenger ratings, and even our six-footers were able to use these enclaves in absolute comfort, no small accomplishment in a 25', where this design is relegated largely to storage or kid

space. The seats were identically tailored to those above, with their brilliant blue inserts strikingly played against the electric, metallic base color. And like the rest of this boat's upholstery, these seats offered further justification of Shockwave's strong reputation in the custom ranks.

We've seen the same striking billet seat bases used by one other high-end builder exclusively before now; they're beautifully designed and cut, and integrated very handsomely within the Shockwave cockpit. Our drivers and forward passengers raved about the fit and comfort of the buckets.

Shockwave did an absolutely exquisite job of trimming their interior with carbon fiber padding. They expend particular effort in not only softening and dressing every conceivable passenger contact point, but also executing their piping and stitching with amazing skill and precision.

One of these trim areas that is destined for wear and abuse is the opening on the passenger's side to the cuddy, a feature

# shockwave25'tremor



designed to build in a little more leg room, offer easy access to the ice chest planted there and allow for contact between driver and cabin passenger. All of that's accomplished, but the price will be vinyl at the foot area, which is almost impossible for a driver's feet to ignore.

Why were we not surprised when we packed the rear bench with passengers and found that it would plausibly seat five, and make four completely comfortable? Again, Shockwave has figured out what is important in a midsized lake boat, and that's what makes the Tremor what it is.

## PERFORMANCE

Though it's not a light boat (4,400 pounds), nor is it lightly built—we hammered it mercilessly in water more commonly seen in the Pacific Ocean than on

Lake Mohave—the Tremor took our driving teams through a succession of speed and maneuverability challenges that left both driving teams thoroughly impressed with its agility and efficiency. While the 496 is the true base motor in any boat of this breed, we came away convinced that the HO version's 425 horsepower threw off enough power to light a good fire beneath this sure-handling bottom design. The underside is an ode to traditional performance cruising, at an aggressively cut 24 degrees, with a single, drag-fighting step.

"She pulled like a freight train from the start," noted one of our drivers. Its acceleration numbers, indeed, were better than respectable with the 496—but some of that impression stemmed from the sense of a bigger cruiser hooking up like a small lake boat. To Shockwave's credit, dial-in was

spot on, with no slip or blowout, on takeoff or in the turns. Getting a good holeshoot is also about always having a clean, clear line of visibility, and this boat did.

Simulating ski and wakeboard speeds, we liked the Tremor's flat demeanor, tight turning radius and natural lean.

Most of us spend the bulk of our lake cruising time between 40 and 65 miles an hour, and Shockwave made this critical zone its own. With its natural, elevated stance, absolutely precise handling and impressive acceleration, the Tremor zeroed in on another key priority for the family performance boater, and hit it out the park. Again, it goes back to a mastery of the basics: in this case, bottom design and setup.

There was a little bit of a ride difference in this boat going with and against the



wind. Into the wind, you felt a lot more of the water working the bottom. The ride stiffened slightly, and it smoothed out a bit going against the wind. Handling qualities and speed were very consistent.

The handling gives up absolutely nothing

at speed. A second driver called the overall ride and drive "fabulous," and his teammates said nothing to dispute it. Also, despite the walk-through corridor, our passengers were protected rather nicely from the face wind as we nipped 70 on the gun.

That was just two miles an hour off the builder's projected 72 miles an hour.

"Damned near the perfect 25-footer," crowed a third driver. Take it from me, the fourth driver agrees.

## SPECIFICATIONS

**Test conditions:** 1' to 3' chop/rollers, 20-24 mph winds

**Length overall:** 25'

**Beam:** 100"

**Bottom:** Single step 24-degree vee

**Drivetrain:** MerCruiser 496 Mag HO

**Total hp:** 425     **Overall weight:** 4,400

**Base Price:** \$80,200

**Standard Features:** MerCruiser 496 Mag, stainless rail, white-out package, fiberglass swim steps, interior lighting, CD system,

bimini top, cover, power hatch, dual batteries, interior fans, drop-down bolsters, tabs, depth gauge, offshore controls.

**Options on test boat:** Upgrade to 496 Mag HO (\$4,200), upgraded fade and pearl gelcoat accents (\$3,000), upgraded power hinges (\$1,500), upgraded carbon fiber interior (\$1,000), upgraded gelcoat pockets (\$800), upgraded gauges (\$650), upgraded billet shifter (\$650), upgraded Alpine stereo (\$1,800), upgraded billet seat bases (\$1,600), two Aqua steps (\$550).

**Price as tested:** \$91,750

**Top speed, GPS:** 69.5 mph

**Top speed, radar:** 66.8 mph

**Speed @ 3000 rpm:** 37.3 mph

**Speed @ 4000 rpm:** 53.6 mph

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