

OPEN
BOW

SHOCKWAVE 29' MAGNITUDE

DOUBLE STANDARD

Lake boating's ultimate boundary-stretching device, the dual-screw setup, is put to exemplary use by Shockwave's grand 29' Magnitude crawl-through.



Shockwave's 29' Magnitude mid-cabin amplifies the full-sized lake vee experience to maximum volume with its ample fiberglass and deep, wide dimension, and in this particular installation, advances this boat's burly approach to yet another level, with the little-used twin installation. The ruggedly made Magnitude is one of a few West Coast entities to mainstream twin-engine power, and while that option isn't for everybody, it has its particular charm.

That is especially true when the dual setup is applied to a conducive hull design (this one is), and the dedication to proper setup and dial-in extends far beyond the dropping in of another engine (it did). The dual Magnitude, in fact, captured all of the positive dynamics of life with twins in this captivating, well-pro-

portioned, super-sized crawl-through.

Shockwave's aspiration to meet the industry's stampede to bigger water in bigger boats was to build a fast, rough-and-tumble custom vee-cruiser with enough going for it below the water line to mitigate most anything beneath it at Havasu and other larger, West Coast lakes. At the core of this quest is a thickly made, solidly constructed dual-step design that's cut into a 24-degree, offshore vee. With the twins, it scales up at 7,500 pounds, and commands a 102-inch beam in its statuesque lines.

So just how is a big twin setup relevant in today's performance boating culture?

It expands the boundaries, for one. As reliable as the box-stock MerCruiser technology is, single-engine boating in absolutely remote areas, or deep offshore,

can take you into dicey territory. We'd not hesitate in running a Magnitude from Long Beach to Catalina, a 26-mile ocean day trip, or riding back in the prevalent afternoon swells of the Southern California Pacific. We'd feel a thousand times better making that trip, however, with another bullet—just in case.

The Magnitude earned peak marks for its originating tooling, the quality and finish of its fiberglass, and the molded gelcoat color work that enlivened its top skin.

Despite the extra weight and drag involved in another engine, gearcase, and prop, the twin application is a more efficient power consumer at critical times. Our matched set of 496HOs found a clean, quiet 65-mile-an-hour cruise with their combined 850 horsepower, with just 4,000 rpm registering on our Autometer tach. That's



SPEEDS & SPECS

Test conditions: Moderate to rough

Centerline: 29'

Beam: 102"

Bottom: Twin-step vee

Drivetrain: Twin MerCruiser 496HO/ Bravo One

HP @ prop: 425 each

Overall weight: 7,500 lbs.

Base price: \$93,000

Standard features: Dual batteries, electric hatch, CD system, tilt wheel, Offshore controls, compass, drop-out bolster seats, interior lighting, billet hardware, bimini top, cover, 110-gallon Tank, tabs, depth gauge, auto bilge pump, exhaust tips, 16 cup holders.

Options on test boat: Twin MerCruiser 496 HO upgrade (\$35,500), billet tabs (\$2,100), power hinges (\$1,500), Autometer gauges (\$1,600), race shifters (\$600), mechanical indicators (\$1,300), custom swim step (\$2,800), Boat Bling engine covers (\$1,400).

Price as tested: \$139,800

Top speed: 80.9 mph @ 5,000 rpm

0-30 mph: 8.88 seconds

0-40 mph: 10.42 seconds

0-50 mph: 12.93 seconds

0-60 mph: 15.59 seconds

3,000 rpm @ 48.4 mph

4,000 rpm @ 65.0 mph

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medium-, and higher-speed turning maneuvers. The Shockwave was hooked up with an optional set of billet tabs (\$2,100), which we always think is a good idea for recreational towing, unexpected conditions, and load squaring; we left them alone throughout our test, however, relying on the excellent natural balance inherent in an excellent hull design. An optional set of Bling engine dress plenums, a neatly cut bit of billet play that utterly transforms the tractor-like appearance of the 496, rounded out our options list.

Then, of course, there was the boat's high-speed personality, which engaged 80-mile-an-hour bursts with cool, ease, and control. Running the boat at speed seemed second nature, and in that realm, this full-bodied hauler lost none of its ease of operation.

The additional cost attached to these duly-noted benefits of twin-engine boat

approximately 15 miles an hour faster than four grand will get you behind a 500-horse, or thereabouts, single-engine application.

The 29 is not at all unwieldy, but it's a big boat. Twin sticks builds in the ability to pivot, and to maneuver in a tighter, more

controlled area. That ability complimented this hull's superior low-speed maneuverability, and its excellent driving manners both on plane and off. The additional stern weight brought no porpoising with it, and no prop ventilation as we leaned it into low-



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