



APPARENT BARGAIN

SHOCKWAVE CUSTOM BOATS' 25 TREMOR OFFERS PLENTY OF FAMILY FEATURES AND AMPLE POWER AT A REASONABLE PRICE.

SINCE SHOCKWAVE CUSTOM BOATS WAS founded in 1993, the Corona, Calif., builder has established a reputation for building family boats with a custom touch. Staying true, the latest 25 Tremor Shockwave delivered to our Performance Trials was exactly that.

While the company has grown from its initial 21- or 22-foot bow rider offerings to larger, deep-V models up to 34 feet, the 25-footer remains one of the most popular models in its lineup. It's easy to see why.

Equipped with a MerCruiser 496 Mag HO engine, the 25 Tremor was set up with a mid-cabin, walk-through configuration. Not only was the power adequate, the \$77,000 boat was a pleasure to drive and had room for the whole family—and more.

PERFORMANCE

Going with the 496 Mag HO engine over the base 375-horsepower engine was the way to go. It provided an extra 50 ponies but added \$4,500 to the price. According to Shockwave, the 496 Mag HO with a Bravo One X drive—just like the package we tested in Arizona—is the most popular setup for the 25-footer.

The 25 Tremor put the 425-hp power plant

to good use on the Colorado River. With a 23°-pitch Mercury Revolution four-blade propeller and the engine running 5,100 rpm, the boat reached 68.4 mph on radar.

That's plenty fast for a family friendly V-bottom with reliable power.

Designed with a single step and four strakes running all the way back to the 24-degree keel, the 25-footer got on plane in 3.9 seconds. In 5 seconds the boat was running 34 mph and in 15 seconds it hit 63 mph. Midrange acceleration was on par with boats in its class as it took 4 seconds to run from 30 to 50 mph.

It's nice to know you can hammer the throttles, but cruising takes precedence in a boat that can seat eight people. At 4,000 rpm, the boat was running 53 mph. At that speed, the V-bottom got better than 2 mpg as it cut through river chop smoothly.

Slaloms and turns were the strong points of the 25 Tremor's handling. It handled slalom turns better than most boats in its class, meaning it felt assured and stable.

The V-bottom was a bit sensitive to trim—our test drivers found the sweet spot near neutral trim. The only criticism our test driver noted was the mediocre throttle response but that was reflective of the horse-

power limitations. Buyers who want some more power can upgrade to a Mercury Racing HP525EFI engine, but that again will certainly add to the price.

INTERIOR

Both test drivers commented positively on the visibility from the cockpit, although the ride was a bit windy. Co-pilots had the same feedback.

Along with manual dropout bolsters for the driver and observer, there was a deep four-person rear bench with ample padding and stowage under the cushions. For an added sense of security we'd recommend grab handles on the gunwales or in the cutouts above the stainless-steel cupholders.

The open bow area was deep and well padded, which made riding up front very comfortable. The facing lounges featured hugging edges to keep passengers in place and Shockwave installed a powder-painted white handrail along the bow.

The walk-through midcabin served its purpose as a place to get away from the sun and grab a cool drink. Facing loveseats were equipped with a courtesy fan, a light and a cupholder. Fore of the lounges in recessed



ENCLOSURE

DF 6683 RL 07



TEST RESULTS: SHOCKWAVE 25 TREMOR

TEST CONDITIONS

Temperature/humidity	93 degrees/26 percent
Wind speed/water conditions	1 to 3 mph/Flat

HULL INFORMATION

Deadrise at transom	24 degrees
Centerline/beam	25'8"4"
Hull weight	4,400 pounds

PRICING INFORMATION

Base retail with MerCruiser 496 Mag engine	\$68,000
Price as tested	\$77,600

ENGINE & PROPELLER

Engine	MerCruiser 496 Mag HO
Cylinder type	V-8
Cubic-inch displacement/horsepower	496/425
Lower-unit gear ratio	1.5:1
Propeller	Mercury Revolution 14 5/8" x 23"

OPTIONS ON TEST BOAT

Upgrade to MerCruiser 496 Mag HO engine (\$4,500), stereo system (\$1,800), power hinges (\$1,500), Eddie Marine throttle and shifter (\$650), Auto Meter Pro-Comp Marine gauges (\$950) and dual Aqua steps (\$550).

ACCELERATION

3 seconds	24 mph
5 seconds	34 mph
10 seconds	55 mph
15 seconds	63 mph

MIDRANGE ACCELERATION

30-50 mph	4 seconds
40-60 mph	5 seconds

RPM VS. MPH

1000	6 mph
1500	8 mph
2000	19 mph
2500	29 mph
3000	40 mph
3500	48 mph
4000	53 mph
4500	59 mph
5000	67 mph

TOP SPEED AT RPM

Radar	68.4 mph at 5,100
CPS	68.3 mph

PLANING

Time to plane	3.9 seconds
Minimum planing speed	18 mph

FUEL ECONOMY

At 30 mph	3 mpg
At 40 mph	2.8 mpg
At 50 mph	2.1 mpg
At 60 mph	1.9 mpg
At WOT	2 mpg

FUEL CAPACITY

70 gallons

TEST CONDUCTED AT (ELEVATION)

Parker, Ariz. (450 feet)

MANUFACTURER

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WHAT WE LOVED: Substantial padding on all the lounges and nice carpeting throughout the V-bottom.

WHAT WE'D LIKE TO SEE: Easier access to the 496 Mag HO engine and grab handles for rear bench passengers.

wells were two ice chests that also doubled as footrests for the driver and co-pilot.

The dark gray marine-grade carpet complemented the boat's white and red interior colors nicely. Plus it was neatly installed.

Auto Meter Pro-Comp Marine gauges in silver bezels and a remote for the Pioneer stereo were mounted on the starboard-side helm. To the left of the tilt steering wheel were lighted rocker switches on a stainless-steel panel and to the right were switches for the Bennett trim tabs. Mounted on an extension from the gunwale was an Eddie Marine throttle and shifter. Shockwave took time to pad the area around the podium to prevent the driver's knee from smacking against it.

In front of the co-pilot was a locking glove box and a grab handle. A 12-volt receptacle and the head unit for the upgraded stereo system sat flush in the gunwale padding.

WORKMANSHIP

As with all Shockwave models, the 25 Tremor featured unlimited graphics in the gelcoat with color accents in the interior. The graphics looked great at the dock and the gelcoat work was good, although our workmanship inspector did find a few fuzzy lines. A white plastic rubrail with a vinyl insert protected the graphics.

The builder used a variety of materials to layup the hand laminated V-bottom. Along


with vinyl ester resin, Shockwave used fiberglass of the 1708 tri-directional and 48-ounce quad-directional variety. The sides and deck was constructed with Coremat and balsa coring.

Hardware on the boat included powder-painted white navigation lights on the bow, six Accon Pop-Up cleats, a billet fuel fill to port and a pair of billet bilge vents with integrated grab handles on the stern. Shockwave also incorporated a fiberglass swim platform with three nonskid sections and two Aqua stepladders.

The boat's graphics were carried over into the cockpit and the sun pad. The engine hatch opened on power hinges, a worthy upgrade. In the compartment there was a fluorescent light in case the engine needed work in the dark. The 496 Mag HO was mounted on L-angles through-bolted to the stringers. Our inspector noted that panels on each side of the engine could prevent access to parts of the motor unless removed.

The builder carpeted the floor of the bilge and used spattered gelcoat for the walls. Wire looms were well supported and were mostly covered with Flexguard conduit.

OVERALL

Shockwave's 25 Tremor showed why it's a great value. With a variety of comfortable seating options, the custom boat handled well and reached nearly 70 mph with a 425-hp engine. 

Clockwise from top left: At the helm, Shockwave used an Eddie Marine throttle and shifter as well as Auto Meter Pro-Comp Marine gauges. Facing loveseats in the midcabin included stainless-steel cupholders. Lighted rocker switches were mounted on a stainless panel. Manual dropout bolsters and a bench made up the cockpit seating.

