



# SHOCKWAVE

## 26 CAT

**W**hen we last encountered Shockwave's 26' Cat, it was a version powered by a Mercury MerCruiser 8.2 Mag HO with a Bravo One X drive, a combo that pushed the family open-bow model to 65 mph. It wasn't the fastest boat at our test, but it thoroughly impressed our team with its docile ride, smart interior, plentiful storage space and flawless handling..

What a difference eight years can make. For our latest round of evaluations, Shockwave brought us a walk-through version powered by twin Mercury Racing 450R outboards that the factory predicted would go 110 mph. Spoiler alert: We came pretty damn close. (Base power is a 502.)

In creating the outboard version of this model, Shockwave moved the rear bench farther back to make the cockpit roomier, then created a special front bow walk-off to make boarding from the beach easier. The outboard package works very well with the 26' Cat, according to company owner Bob Anderson. "It runs really well," he tells

*Speedboat.* "It gets out of the hole quick. It's very quiet and tracks really well. I've taken my hands off the wheel at 100 mph, and still goes straight without any issues." As orders for the outboard-powered 26' start to come in more frequently, Anderson confirms that the I/O version is still selling briskly as well.

Our tester was built for Shockwave customer John Pletting, whose 26' is the fourth Shockwave he's owned. Pletting, a correctional officer for the state of California, has also worked with Shockwave, helping to sell at local boat shows. "When we bought our first Shockwave, they treated us like family, and we just started hanging around the shop." Eventually, Anderson asked him if he wanted to come help out at the boat show, and talk to customers.

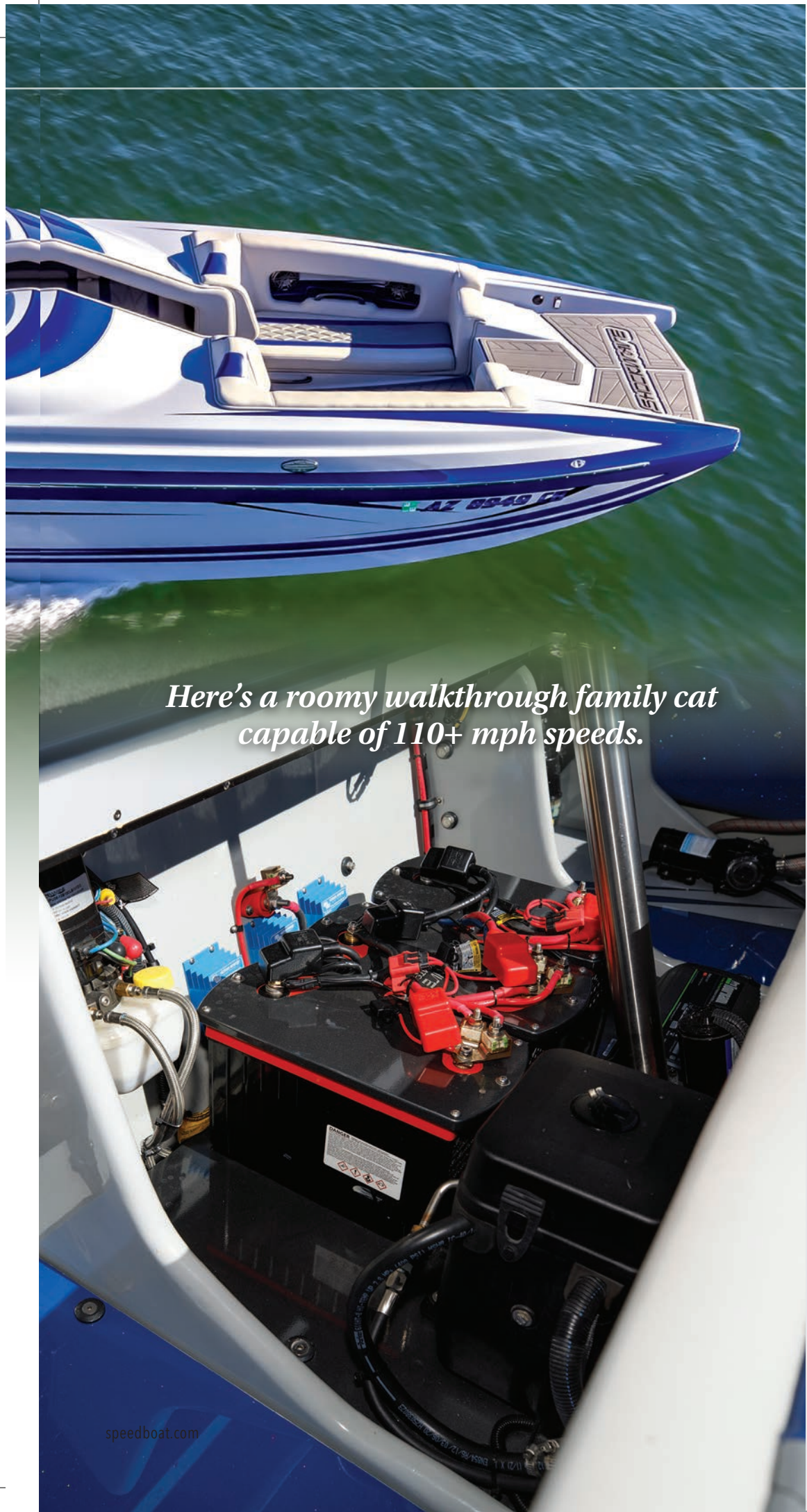
"I really wanted to try the Cat," he says. "I know it's a little sportier than the deckboat is, but we were able to move the interior around to try something different—the 26' is an easy boat to customize. It's easier to customize the 26 than it is the 28 because there are so many more things on the

inside that you can move around. We had Shockwave include that little step-down midcuddy area under the bolster, which is not something that they normally do. We wanted to be able to still have a spot where my wife, who is a little shorter, can actually sit down and get out of the sun."

One reason Pletting really enjoys working with Shockwave is the customization factor. "All of Bob's boats are 100% customer-based. Your options are really limitless. You bring ideas to him, and they work with you to achieve your vision."

**The Package:** When we first saw the boat, it was sitting atop a three-axle Extreme trailer with steel wheels. Test driver Myrick Coil's immediate impression of the Shockwave was that it seems bigger than a 26'. "It's a very cool-looking boat," he says. "The gelcoat is nice and slick." The 26' is a center pod boat with a half cap, interliner, Gator Step flooring, Livorsi tab, swim platform, Shaun Torrente Racing X-Act Brackets, and underwater lights. Other

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*Here's a roomy walkthrough family cat capable of 110+ mph speeds.*

## SHOCKWAVE 26 CAT

**Length:** 26' **Beam:** 102"

**Engines:** 2 Mercury Racing 450R outboards

**Fuel Capacity:** 70 gallons

**Weight:** 4,800 lbs.

**Construction:** Full length stringers, vinylester resin, hand lamination, balsa core construction.

**Features:** Half cap, walk-off front, interliner, Livorsi Gauges, GatorStep flooring, JL Audio system, Mercury Vessel View with Monster gauges, 3-axle trailer, fiberglass seat backs, Cool Touch vinyl, custom gelcoat, custom interior, ski tow, stainless steel bow rails, etc.

**Top speed:** 109 mph

### SHOCKWAVE BOATS

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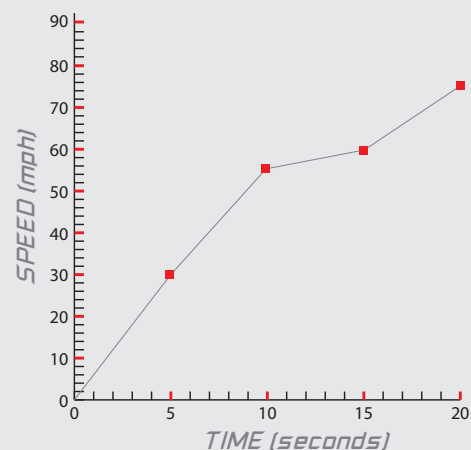
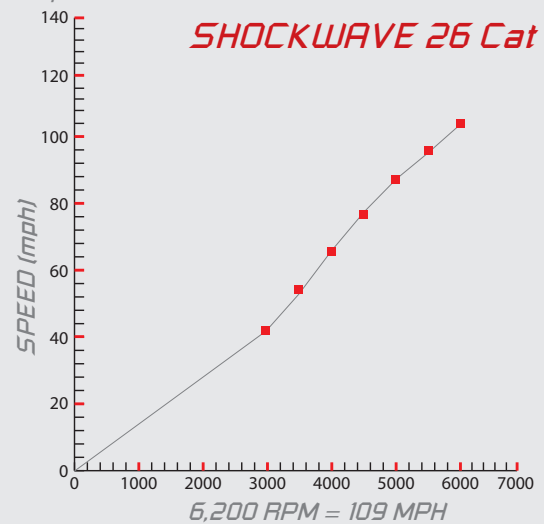
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**Speedboat**  
performance evaluations

### SHOCKWAVE 26 Cat



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## MIDRANGE ACCELERATION:

30-50 MPH = 5.13 secs.

40-60 MPH = 5.06 secs.

40-70 MPH = 9.67 secs.

Planing time: 3.88 secs.

The 26' features a half cap, interliner, Gator Step flooring, Livorsi tab, swim platform, Shaun Torrente Racing X-Act Brackets and underwater lights. Other on-board equipment includes a JL Audio sound system with a remote-control on the transom and in the bow, stainless-steel hardware, pop-up cleats with aluminum bezels and LED lights.

*"It's fast—I just went 109 mph. The boat tracks really well at high speeds. It feels locked in. I could just sit there with my hands off the wheel."*

*—Myrick Coil*





# SHOCKWAVE 26 CAT

[Continued from page 42]

on-board equipment includes a JL Audio sound system with a remote-control on the transom and in the bow, Livorsi gauges, stainless-steel hardware, pop-up cleats with aluminum bezels and LED lights.

The bowrider section includes two forward-facing seats to stretch out in; they're situated pretty low into the floor, but then this is really more of a performance cat than a deckboat. All of the seating on the 26' is very comfortable, including the two buckets at the helm, the four rear passenger seats and the two seats hidden away on either side of the walk-through-midcabin area. There is storage galore built into the floor and underneath the seats. Coil gave a thumbs-up to the dash layout, positioning of the steering wheel, switches, throttles, etc.

The amount of space in the cockpit, between the pilots' seats and the rear seating, is so ample that both test drivers (Coil and Bob Teague) independently noted that "you could have a dance party in here." Behind the rear seats is a hatch that opens up and brings up about half of the seat rests with it. "When you do that, it provides you great access to the installation," Teague explains. In this compartment, Shockwave has placed the Odyssey batteries, some of the Mercury rigging, power steering pump, fuel filters, freshwater pump, et al.

Overall, the boat looks and feels spectacular.

**Performance:** "It's fast," were Coil's first words after driving it around the lake. "I just went 109 mph. The ride is very windy—it'll turbocharge your nostrils!" (Teague lamented not bringing goggles along.) With the current prop choice, acceleration is good without being exceptional—the props are really for the top end performance. "I wouldn't have this propeller on it for everyday use," Coil adds. "I'd have it propped for 100 mph or even less so it would accelerate really hard and get on plane better. However, the tab really does help get the boat on plane quickly. The boat tracks really well at high speeds—it feels locked in. I could just sit there with my hands off the wheel. I just wish they'd work on a windshield though. Other than that, it's a good boat." SB

# OBSERVER'S SEAT / RAY LEE [Continued from page 8]



From the moment I turned the key, my boating experience was transformed. It had been so long since I experienced pure confidence. I knew that the engine would start. I knew that it would restart. I knew that it would run well, and I know it will continue to run well. The boat planed more quickly, ran steadier, and was more civil around the docks. Also, to my delight, the torque and power of the 600SCi seemed to rival my blown-up 1100. The pleasure was back.

The confidence Mercury Racing offers performance boat owners is a big reason it is about to celebrate 50 years of excellence. It's not just the ability to produce a powerful and sophisticated marine engine and market it to the masses, which they obviously do remarkably well. It's their incessant research and development that provides the consumer with the priceless experience to know that their products will always provide dependable, worry-free performance.

Thanks to Mercury Racing, I'm back running *Wide Open*.

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