

Shockwave

28 Deck

Photos by Kenny Dunlop



Like the Eliminator and Nordic models reviewed in the previous pages, Shockwave's 28' Deck represents a boat that's not only new to our test team—it's also a larger version of a model in the company's stable that we *have* previously tested. The last Shockwave deck we encountered was a year ago: the 22' Deck Boat, introduced in 2008. This 28 Deck, which debuted in '07, promised six additional feet of extra fun and thrills—even if we *did* have to sacrifice the jet pump for a single 600 SCi engine with Bravo drive. We couldn't wait to get started!

The Package: The 28 first had to pass muster with our launch ramp team, led by Greg Shoemaker. Turning a critical eye on every single aspect of the Shockwave, both inside and out, Shoe was massively impressed by all that he saw. Asked to grade dozens of the 28's details, the vast majority of the ratings were 10s, with a few 9s rounding out the boat's report card. From a purely workmanship aspect, that's fairly incredible. Gelcoat, mold work and paint job got the highest scores, along with every single bit of the interior—including installation of seats, gauges,

carpet, steering, throttle and underdash wiring.

The interior design isn't radically different from most other decks, with a couple of exceptions. We're used to the forward-facing seats in the bow area that are incorporated into the side-by-side benches, but Shockwave has upped the ante by providing backwards-facing back cushions as well—a novel way to sit two people portside (facing each other) and an additional two starboard the same way.

Meanwhile, behind the driver and passenger, is a rear bench with three

On the 10th anniversary of its debut, we finally get a shot at **Bob Anderson's** immaculately designed and appointed family deckboat— with a 600SCi I/O leading the charge.



Shockwave 28 Deck

Length: 28'

Beam: 102"

Engines on test boat: single Mercury Racing 600SCi

Drives on test boat: Bravo 1XR

Price as tested: \$181,535

Optional equipment: Upgrade to Merc 600, triple axle trailer, full hydraulic dual-ram steering, platinum stereo system, billet hydraulic hatch hinges, Aqua Steps, etc.

Top speed: 84.5 mph @ 5,400 rpm

Shockwave Custom Boats

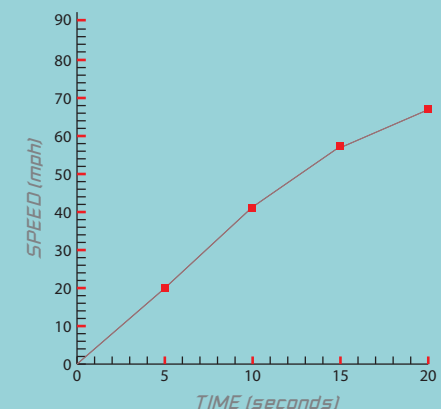
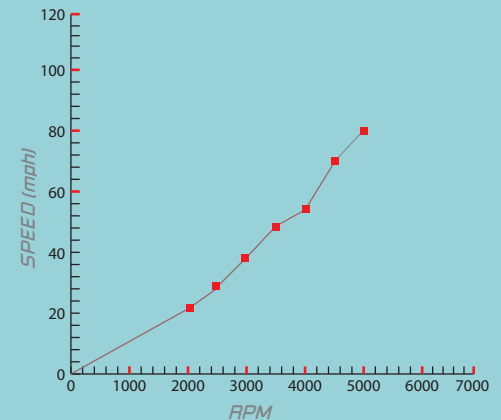
1800 Capital Street
Corona, CA 92880

(951) 898-9360

shockwaveboats.com

Speedboat
performance evaluations

SHOCKWAVE 28' DECK BOAT



Shockwave 28 Deck



Driver's side dash sports Livorsi speedo and tach, as well as the Mercury Vessel View. There is a ridiculous amount of storage space on the 28. We liked the bowrider seats, with their front- and rear-facing back cushions, and the Aqua Step boarding ladders are a nice touch.



“This is a good boat for Lake Havasu, or for the river, or for just about anywhere you want to run around—even the Delta. It has a nice, secure feeling. I was impressed.” —Bob Teague





individual seat areas; on the port side, there's an additional "jump seat," while the starboard side features a rear-entry staircase for easy access off or onto the boat from the transom. It's a very cool layout. There are speakers, cupholders and storage compartments everywhere you look. Of special note are the bulkhead areas between the bow and the driver/passenger, which open up with hydraulic lifts. There's a hinged door inside that provides easy access to all wiring and controls in the back of the dash. The engine compartment was clean and well detailed, and we dug the vacuum-infused hatch cover, as well as the two self-retracting Aqua Step boarding ladders.

Shockwave uses compression molding and compression latches in its construction process, so you don't hear any doors rattling. "Ours are probably the

only deck boats that have that," boasts company president Bob Anderson. Overall, it's an immaculate job.

Performance: The 28 now faced our two pairs of drivers: first Alexi Sahagian and Tony Scarlata, followed by Bob Teague and Ray Lee. Team #1 reported that the 600 SCi performed exceptionally well around the docks. "Wide, single-engine cats sometimes get a little weird around the docks," Alexi noted. "This one handled very well backing in and out of the docks and maneuvering at low speeds." The boat came on plane well, was easy to drive, turned well and creped up to its top speed with no problem, he added.

Bob and Ray, meanwhile, were "very impressed with this boat," Teague said. "It probably doesn't get the amount of credit it should get. It does everything

really well. And it goes 84.5 mph. It turns at any speed, it leans in, it goes over flat water and all of the bumps well. It has no porpoise, no outside lean, no deceleration reaction...no issues at all." In addition, Teague praised the Shockwave for its top-notch turning abilities. "I give it 10's in the slaloms and in all of the speed ranges," he said. "I like it a lot. It was perfect."

Our teams were thrilled with the later-model Mercury display screen on the boat, as well as the dash layout and controls. "And the seats are very comfortable," Teague added.

The Bottom Line: It's about time Shockwave brought us the 28. It's not a Denali, it's a Suburban—but a great one. It's beautiful, it does everything right and it's got plenty of room. We were impressed—and given the builder, that should come as no shock. **SB**