

# Shockwave

## 22 Deck Boat

When you're working with a smaller canvas, it helps to utilize every precious inch. And that's exactly what **Shockwave Boats** has done.



**Credit Shockwave Custom Boats of Corona, CA, with investing in a product** that was already terrific—their 22' Deck Boat—and making it even better.

Introduced in 2008 and recently redesigned, this is a model that really makes the most of its 22 feet: the front of the boat has been transformed to add extra room for seating, while the transom has been revised to fit the bigger and newer I/O packages. That being said, Shockwave opted to deliver us a jet-driven version of this impressively speedy and roomy rig; although the company builds a fair amount of

stern-drive configurations, Shockwave President Bob Anderson confides that the jet setup is a particular favorite of customers cruising the lower river.

**The Package:** The 22' Deck Boat has ample room, enough for 10-11 total passengers. That's pretty impressive for a 22-footer, and it's an undeniable selling point to customers who will also be attracted to the sticker price (\$59,000 with no frills and standard power).

The boat's layout is relatively simple. From front to back: there's an elongated bow with a walk-in entrance for easy access; lounges on both sides with room for two or three adults in each

(forward-facing cushions permit two lucky passengers to stretch out in the bow section); port-side driver's helm with Livorsi carbon-fiber gauges and a few rows of switches, with a chicken bar and glove box on the passenger side; in-floor storage, and finally a rear bench. Under the hatch, we found a zippy Cadillac CTS-V LSA 6.2 engine (550 hp)—an upgrade from the standard 6.2 or 5.7. The engine compartment is nicely carpeted and totally sano, while the cockpit features a non-skid surface with no carpet.

Finally, the transom sports a swim platform with nonskid surface to



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**Length:** 22'

**Beam:** 98"

**Engine on test boat:** Cadillac LSA 6.2 (550 hp) / Dominator jet

**Base price:** \$59,000

**Price as tested:** \$86,400

**Optional equipment:** engine upgrade, CMI headers, hydraulic Place Diverter with wheel switch, setback pump, upgraded stereo system, bow and stern cap, Livorsi carbon-fiber gauges, etc.

**Top speed:** 68 mph @ 5,400 rpm

### Shockwave Custom Boats

1800 Capital St.

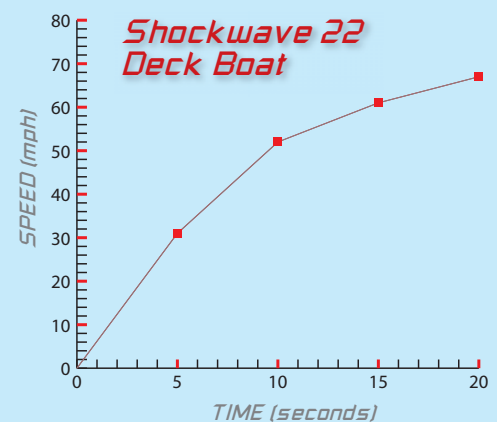
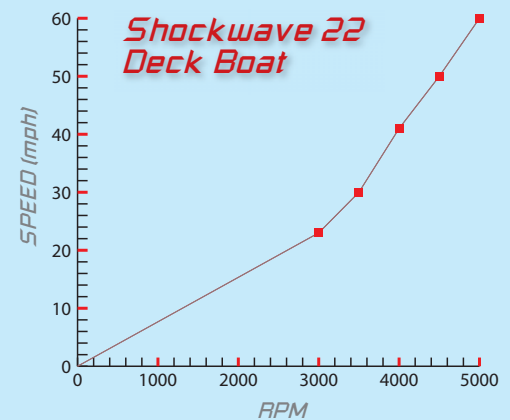
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*Speedboat*  
performance evaluations



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The port-side driver's helm features Livorsi carbon-fiber gauges and a few rows of switches, with a chicken bar and glove box on the passenger side. We liked a lot of the little "creature comforts" that Shockwave has provided, including a shower built into the port-side sponson up front.



"This hull goes over the wakes and stuff pretty darn good for a jetboat. And you never lose sight of the horizon—visibility on plane is great." —Bob Teague

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reduce slippage. Gelcoat on the 22' featured a mix of white, blue and grey; attractive but nothing very fancy.

Our dash layout was serviceable but quite compact. Everything's right in front of you, which means the steering wheel will obstruct the view of some of the gauges. Evaluator Alexi Sahagian singled out the driver ergonomics: "Everything is nice and smooth—I like the foot placement and the throttle position for the driver." The seats, while comfortable, were a teensy bit more vertical than we'd have preferred, but that's all part of the tradeoff while maximizing space in a smaller boat.

We liked a lot of the little "creature comforts" that Shockwave has provided, including a shower built into the port-side sponson up front, numerous cup holders, plenty of storage throughout the boat and an upgraded stereo system that included cool speakers provided by JL Audio of Miramar, FL.

**Performance:** As we mentioned, our tester came with an upgraded powerplant: a Cadillac LSA 6.2-liter engine

with shoe and ride plate, setback pump, hydraulic Place Diverter with wheel switch, CMI headers and Dominator jet drive with jet-pump inducer). It's a nifty setup, and around the docks, the 22' behaves like a typical jetboat. "You have to give it a little throttle to get it to do something, and the reaction time is a little different than a stern drive," observes Alexi. "Thus, it requires a little more throttle input."

The 22' comes up on plane fairly quickly and is nimble and dependable through all of the speed ranges. "A brand-new driver must pay attention when he gets up on plane, or you may notice that it has a tendency to track around," he adds. "It's sensitive to throttle."

We put the Shockwave through our usual series of slalom turning, and found it to run well. At low speeds, you'll be able to turn around for a skier with no problems. The Shockwave doesn't feel like it wants to bite or dig in during the turns like a stern-drive boat sometimes will. "It's almost like the jet-

boat has a little bit of slip that allows it to be more user-friendly in the slower speed slalom turns, which is pretty neat," Alexi says.

The 22' gave us a good, solid ride in the higher speeds. We got it to just a couple of mph shy of 70 on GPS in about 20 seconds, which is pretty respectable. "This hull goes over the wakes and stuff pretty darn good for a jetboat," said test driver Bob Teague, who praised the Shockwave's throttle response in the low to midrange speeds, as well as the boat's sensitivity to trim and visibility coming on plane. "You never lose sight of the horizon," he says. "Visibility on plane is great, except it's a windy boat. So I'll give it a 9 out of 10."

Overall, much depends on how you want to use the 22'. If you've got a place on the river where the water is shallow, or if you want a deckboat but don't want to worry about propellers, this is the boat for you. It's attractive, it doesn't rattle, its handling capabilities are solid and it goes over boat wakes with ease.

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