



## 25 TREMOR

# SHOCKWAVE

**T**hough redesigned along the way, Shockwave's 25 Tremor has been part of the company's lineup since the late 1990s, and it's easy to see why it's been such a successful entry in the midsized vee-bottom bowrider realm for a quarter of a century. Its popularity stems from its proven bottom and the fact that it rides much larger than its overall length. The Tremor has not only met every one of our challenges, but exceeded them. Over the passage of time, our team has whipped this boat up and down Havasu more times than we can count, and we've always been impressed by its speed and reliability.

Another admirer of this perennial is Todd Peters of Fresno, CA, who grew up around boats and whose family has owned various

models of Eliminator, Bahner, Advantage and Cole. Now a father himself with grandkids on the way, Peters tells *Speedboat* that he was searching for a "well-equipped boat." One day, a neighbor of his dad mentioned that his son had a 21' Shockwave that he'd owned for many years, and raved about it. "He said that both the boat and the motor were turnkey, and that everything on it was beautiful in it." That, more than anything else, convinced him to give Shockwave a try. Their 25' Tremor is available in hard deck, mid-cabin cuddy and walk-through configurations; Peters—a father with grandchildren on the way—opted for the walk-through version.

"One of the things I liked the most about working with the Shockwave team is that they never once pushed me to do something that

I didn't want to do," Peters says. "There was never any pressure. I would make suggestions, and from there, they would always lead me in the right direction. [Sales manager] Greg Herron was a dream to work with."

**The Package:** Size really does matter in a family bowrider, particularly when you're moving up from a low-profile lake runabout or a production boat in the 21-22-foot range.

The cockpit of the 25' is a pretty good compromise for those who can't quite make the leap to the 29' Magnitude. It features a generous-sized bow seating area with plenty of freeboard. A large storage locker has been built into the floor, adding yet more appeal to what is a very important part of the family bowrider equation. In addition to the wrap-



*Simple, forgiving and easy to drive,  
this family-style vee is a great deal of fun.*



speedboat.com

## SHOCKWAVE 25 TREMOR

**Length:** 25' **Beam:** 102"

**Engine:** Mercury Racing 8.2 Mag HO/Bravo 1

**Fuel Capacity:** 71 gallons

**Weight:** 4,300 lbs.

**Standard equipment:** Bluetooth stereo with 4 speakers, bimini top, Sunbrella boat cover, through-transom exhaust, dual batteries, power hatch, trim tabs, etc.

**Optional equipment:** Engine upgrade, stereo upgrade, interliner with GatorStep flooring, billet seat bases, pearl gel.

**Price as tested:** \$99,500

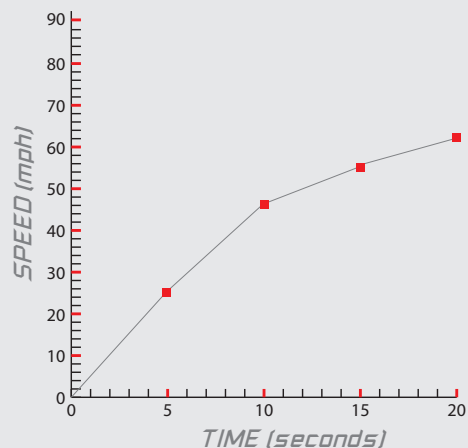
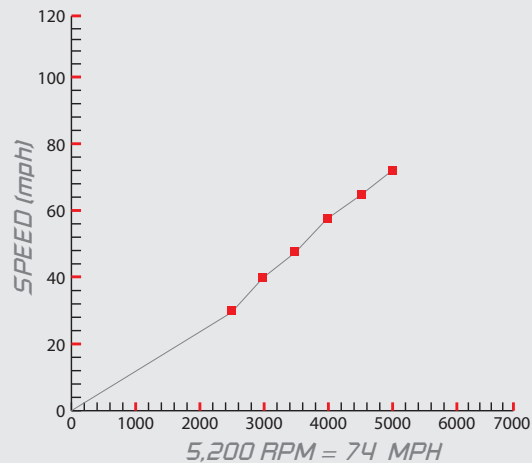
**Top speed:** 74 mph

### SHOCKWAVE CUSTOM BOATS

1800 Capital St.  
Corona, CA 92880  
(951) 898-9360

[shockwaveboats.com](http://shockwaveboats.com)

### SHOCKWAVE 25 Tremor



# SHOCKWAVE



## MIDRANGE ACCELERATION:

- 30-50 MPH = 6.33 secs.
- 40-60 MPH = 8.22 secs.
- 40-70 MPH = 18.55 secs.
- Planing time: 4.91 secs.

Mercury MerCruiser's 8.2L HO engine. It sits in the engine compartment with three Interstate batteries (housed in Seachoice plastic mounts) and a Bennett trim pump tank. It's a very clean, orderly, above-average installation. The Tremor sports Bennett tabs, a rubrail that's a plastic extrusion with a rubber vinyl insert, Sea-Dog stainless navigation lights and a set of stainless handrails on either side of the front seating area.



*"It's a good boat, with no rattles, and it performs very well in these rough conditions. It's just a cool-looking family-style boat."*

*—Myrick Coil*





speedboat.com

around bow seats, you can step down the walk-through corridor to find two facing floor-level love seats under the bulkheads if you want to get some shade. In the cockpit, there are two bucket seats for pilot and shotgun rider, plus a rear bench with headrests for four more passengers. It's a simple but ideal layout.

Our test team admired the outside of the boat very much, awarding high marks to the gelcoat and mold work. The Tremor sports Bennett tabs, a rubrail that's a plastic extrusion with a rubber vinyl insert, Sea-Dog stainless navigation lights and a set of stainless handrails on either side of the front seating area. It's also been outfitted with four Accon pop-up cleats, fuel fill on the starboard side, and a fiberglass swim platform with a GatorStep premium floor covering. The actual floor of the boat sports GatorStep as well.

Peters ordered his Tremor with the catalyst version of Mercury MerCruiser's 8.2L HO engine. It sits in the engine compartment with three Interstate batteries (housed in Seachoice plastic mounts) and a Bennett trim pump tank. It's a very clean, orderly, above-average installation, with an LED light for nighttime viewing. The hatch is carpeted on the underside and upholstered on the top side.

At the starboard-side helm, the driver uses the standard complement of Livorsi gauges—tach, speedo, volt meter, water temp, oil pressure, trim, etc. The dash also features controls to the Kenwood audio system and a switch panel; throttle and shifter are to the right of the driver. Test driver Myrick Coil made a special note about the Mercury Marine DTS (Digital Throttle and Shift) system, which he found comfortable while driving the Tremor.

This is an old-school dash, with no electronic screens whatsoever. Inspector Bob Teague gave the overall installation and quality of construction excellent marks, including the wiring, seating and rigging. "It's a good value," he says.

**Performance:** Our two teams put the Tremor through their succession of speed and maneuverability tests, and left both of them thoroughly impressed by the boat's agility and efficiency—especially in the nasty Havasu water. "It's pretty darn bumpy out here today, and for a 25' boat, it handles it very well," Teague says. "It's solid—there were no rattles, even in our quartering trials. It stayed on track, even as it got blown around quite a bit by the wind. I was really happy with it."

The MerCruiser 8.2L HO provided sufficient power to light a decent fire beneath the Tremor's bottom design. To Shockwave's credit, dial-in was spot on, with no slip or blowout, on takeoff or in the turns—the folks at the shop could not have chosen a better prop for this setup. Our teams were especially enthusiastic about the utter lack of surprises the Tremor had up its sleeves.

"When it comes to the turning and the slaloms, everything was totally predictable," Teague says. "Even in these conditions, it was really good. There's very little deceleration reaction, and the weight shift in the rough water was impressive." Simply put, the 25' tracked very all the time in all of the speed ranges.

Test driver Coil was also delighted by the MerCruiser's ability to push the Shockwave, especially in the 40-60 mph range. "We ran 74 mph downwind," he says, "but that midrange acceleration really gets you. You're like, 'Man, this thing's got a lot of power!'"

Even if you're an rookie boater, you'll find the Tremor easy to operate. It's simple and forgiving, generates lift on its own and doesn't require a lot of trim. You'll feel safe and secure in it. It's a great deal of fun.

SB