



# SHOCKWAVE 22' DECK

Don't let the size of this diminutive decker fool you. It's impressively roomy, and with its outboard engine, pretty darn speedy to boot!

If you're in the market for a deckboat, and are eager to avoid sticker shock, you may decide to emulate Michael Hefferon of Southern California. The aerospace mechanic contacted the team at Shockwave Boats about building him one of their outboard-powered 22' Decks. It may not be the biggest deckboat out there, but our team found it to be surprisingly spacious, easily accommodating 10 passengers. "Right off the bat, the overall appearance is amazing," notes test driver Myrick Coil. "It's a good-looking boat that actually feels a lot bigger than a 22-footer."

One of the ways Shockwave is able to perform this minor miracle is by taking advantage of the outboard power and carve more room into the cockpit, since no I/O engine compartment is necessary. The rear seats are able to be moved back farther into the boat, but Shockwave still includes a nice-sized storage area between the bench and the outboard.

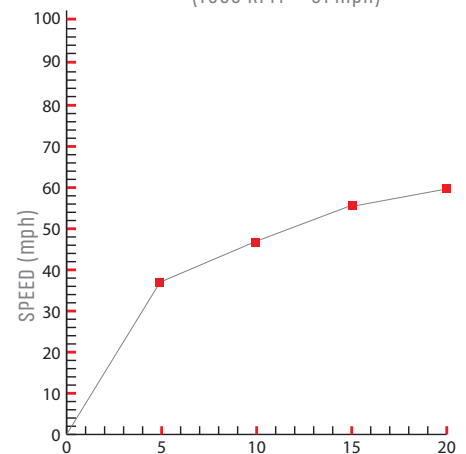
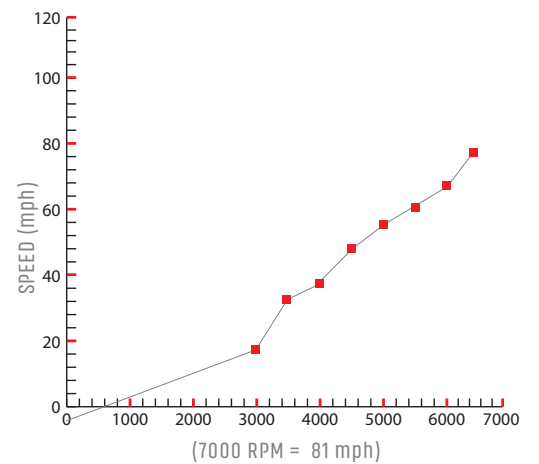
Established in 1993, Corona, CA-based Shockwave Boats offers a wide range of vees, cats and deckboats from 20' up to 35', in both closed- and open-bow configurations and with virtually any powerplant you can imagine. Take the 22' Deck: our most recent test was our third encounter with the boat in the last decade, the first being a jetboat with a Cadillac CTS-V LSA 6.2 engine (550 hp) and the second being an I/O with a 6.2L Mercury (350 hp). Our newest featured the popular Mercury Racing 400R Verado outboard. That



story by *Brett Bayne*  
 photography by *Tom Leigh*



**Speedboat** SHOCKWAVE 22'  
 performance evaluations DECK



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involved something of a learning curve for Hefferon, whose previous deckboat was an stern-drive-powered Placecraft. "Learning how to use the jackplate correctly and getting used to the trim sensitivity was part of it," he tells *Speedboat*. "Just kind of learning what the boat likes, and the center of gravity is so different on an outboard boat. But I wanted something new, faster and more fuel efficient. Shockwave really accommodated me on so many things. I wanted a bigger bimini so it would cover the back seat, and they made that happen. They took care of my needs on seating configuration, larger trim tabs, big bow rails. I was very happy with the overall outcome—the whole package. The fit and finish is great."

**THE PACKAGE:** "Talk about a boat that feels bigger than it is—this is certainly the epitome," says test inspector Greg Shoemaker of this deckboat. Indeed, it truly makes the most of its 22 feet. The boat's gelcoat consisted mostly of a greyish off-white with some sparkly blue stripe and the Kawasaki green that's very much in vogue at the moment; the boat features a bright white rubrail. Walking down the side of the boat, we spotted stainless handrails, pop-up cleats and fuel fills, along with some anodized aluminum hardware pieces. At the transom, you'll find a couple of small swim platforms, Dana billet tabs, Mercury stainless-steel full hydraulic steering and a hydraulic Bob's Machine Shop Racing Extreme jackplate set back about 6-8 inches. There's also a receptacle in the back to plug in a battery charger that's built right in the transom, a very cool feature. The 400R spins a Bravo One 15¼x25" pitch four-blade prop.

Once inside the boat, we first took a look at the bow section, which features two forward-facing loungers with speakers and cupholders. Ahead of the bowrider section, there's a small boarding area with a foot shower and a switch to turn it on. We also found controls to the boat's JL Audio system. There was no carpet in the boat, just a nonskid flooring.

Moving toward the back, you take one step down into the cockpit, where there are two bucket seats for driver and front passenger, and a rear bench with room



### MIDRANGE ACCELERATION

30 to 50 MPH = 5.0 seconds

40 to 60 MPH = 7.28 seconds

40 to 70 MPH = 14.7 seconds

Time to reach plane with tabs: 2.89 secs.

Time to reach plane without tabs: 4.02 secs.

Minimum planing speed with tabs: 10 mph

Minimum planing speed without tabs: 17 mph





## SHOCKWAVE 22' DECK

**Length:** 22' **Beam:** 96"  
**Engines:** Mercury Racing 400R Verado  
**Price as tested:** \$108,900  
**Top Speed:** 81 mph

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for four adults with separate headrests. There are plenty of speakers and cup-holders back there as well, plus storage everywhere, including built into the floor of the Shockwave.

"It's very spacious for a 22-footer," test driver Myrick Coil remarked. "When I sit down in the driver's seat, it's a nice fit. The dash is laid out very nicely and simply. The steering wheel's directly in the center." The dash sports a large tach and speedo courtesy of Livorsi Marine, plus an array of switches (pump, hatch, fuel, lights), jackplate indicator and another JL Audio

control pad. Mercury SmartCraft controls are built right into the starboard side of the boat; the throttle has forward/neutral/reverse all in one. Bob Teague awarded high marks for the boat's quality of construction, attention to detail and fit and finish. "It's a good value," he says.

**PERFORMANCE:** In his notes, Bob Teague cut to the chase: "It's a 22-foot boat, so you expect it to act like a shorter boat. But let me tell you—it's fun, and it's actually pretty darn fast. For a 22-footer, it does really well in the bumpy water. It also turns and tracks very well. There was no

deceleration reaction. And if you look at the acceleration numbers, it's surprisingly quick. This boat is a good deal all around for the money."

"There's literally no engine noise at all," observes test driver Coil. "So that's pretty neat. "It's comfortable. You can load it up with your friends and go boating all day and not have to pay a bunch of money on gas. The price point on this Shockwave is pretty reasonable, too."

With a full tank of fuel, we got the boat to 81 mph, so it's clearly capable of at least a couple more miles per hour. **SB**