

# Shockwave

## 22 Deck



**W**hen we last encountered Shockwave's 22' Deck in 2016, it was in the form of a jetboat—power supplied by a Cadillac LS4 6.2 (550 hp) engine coupled to a Dominator jet. This year, company owner Bob Anderson brought us the same hull with a Mercury Racing 6.2—but with I/O power, the Bravo IV spinning a 22"-pitch prop. The drive might be different, but the fun has only improved. And if speed is your fun-measuring stick, guess what? We actually found another 2 mph.

**The Package:** "Talk about a boat that acts like a bigger boat—this is certainly the epitome," declares test driver Greg Shoemaker of this diminutive decker. Indeed, as we remarked two years ago, this is a model

that really makes the most of its 22 feet. (The hull was recently tweaked to accommodate outboard power and now features an even larger floor area, so we're obviously hoping to test that one in the near future.)

It's worth mentioning that the gelcoat on our 22' Deck adds an extra dimension of coolness by sparkling in the sun—especially in the grays, and it's this metalflake effect that demonstrates Shockwave's savvy attention to detail.

Entering the boat from the bow, you'll step on a platform with the Shockwave logo carved into a SeaDek flooring. (This area includes both a shower wash-out compartment, as well as a stereo control, which are both ingenious and helpful touches.) Step over a little hump to enter the bow area, and you'll be standing on plush snap-

in carpet. To your left and right are long, wide benches with the popular angled, forward-facing seats to lie back on; behind these benches are cup holders, speakers, grab handles and some pull-up cleats. Shockwave has designed some of the nicest and widest seats we've seen, especially in such a relatively small boat. This makes it especially attractive for some of our, ahem, larger team members.

Stepping down into the main cabin, there are ski lockers to store your gear away. Both driver and passenger get oversized bolster seats with ample room in the forward bulkheads for extra storage. Even the glove boxes are larger than the usual ones we've encountered.

Taking our position in the driver's seat,  
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## Shockwave 22' Deck

**Length:** 22' **Beam:** 89"

**Engine on test boat:** Single 6.2L Mercury

**Standard features:** 7-year limited warranty on hull, 2-year Mercury certified warranty on motor (exclude racing motors), custom tandem Extreme trailer, custom gelcoat, colors and graphics (unlimited colors), custom interiors, colors and graphics to match gelcoat, electric power hatch, etc.

**Top speed:** 70.0 mph @ 5,000 rpm

**30 to 50 mph:** 6.9 seconds

**40 to 60 mph:** 10.64 seconds

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# Shockwave 22 Deck



From the sparkly gelcoat to the oversized seats and benches, the Shockwave 22 Deck is both beautiful and comfortable. The boat features a full fiberglass interliner, premium 40-oz. marine-grade carpet and plenty of other amenities. We loved the SeaDek area in the bow (opposite page, middle) with the Shockwave logo carved into it.



*“Talk about a boat that acts like a bigger boat, this is certainly the epitome. This little 22 handled everything that Lake Havasu could throw at it.”*

*—Greg Shoemaker*



# Shockwave 22 Deck

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we encountered a helm with Teleflex wheel, seven gauges and Mercury shifters. Because of the smaller helm area, some of the gauges are obscured by the wheel, and the plastic throttles were our least-favorite part of the whole boat—they're a bit stiff and hard to work in the absence of hydraulic steering. That quibble aside, our dry-land inspectors gave perfect 10s to virtually every aspect of the construction and workmanship of the 22', including the exterior, engine compartment, deck hardware, cabin and interior. Anything that didn't get a 10 was awarded a 9.

**Performance:** This 22 handled everything that Havasu could throw at it. Low-speed tracking, mid-speed tracking, high-speed tracking—it all acted like we were driving a bigger boat. It's got phenomenal throttle response and excellent trim sensitivity. Getting it on plane doesn't require a lot of fuss. It accelerates and picks up very quickly, with excellent visibility. In 5 seconds, we got to 23 mph; by 20 seconds, we were at 64 mph. Our top speed of 70 mph was achieved at 5,000 rpm.

An armrest right behind the shifter would give the driver a bit more comfort. But the boat is plenty comfortable otherwise.

Sometimes it's the little details you notice first. In a 70-mph deck boat, we've lost count of the number of times the snap-in carpet acts like it's going to fly out of the boat. But even at wide-open throttle, the carpet stayed where it was supposed to be. We like it when that happens. **SB**



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