

AXOPAR 22

SPYDER & JOBE REVOLVE

We report on a versatile sports boat that offers an outstanding driving experience at a price that can't be ignored.

Over the years, the marine industry has seen a few game-changing moments. Often these have been watershed moments in technology terms, or simply just some good old-fashioned naval architecture. Axopar's new 22 is a case of the latter, albeit with a meticulous approach to hull design. Packing in a host of features, a new hull and

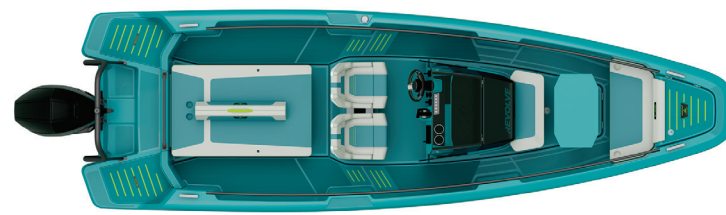
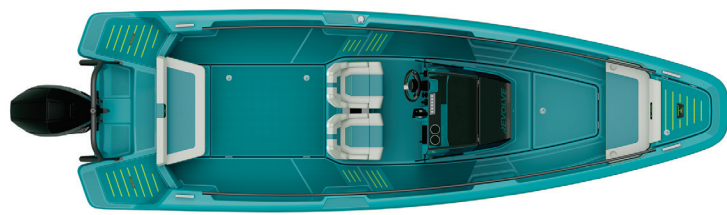
a healthy price tag, this is one of the best-designed middleweight open sports boats on the market. Luckily for PBR, we were offered an exclusive pre-launch opportunity to put it through its paces for several days, prior to its premier on our PBR TV channel.

The new Axopar 22, in either Spyder or X Jobe version, is typically Axopar in looks and construction, and is the smallest boat in their

range. Both models offer an open walk-around design, running on a twin-step hull. Axopar's twin-stepped hulls have always proved predictable and efficient, and the new 22 is no exception. Extensive R&D has been carried out in the form of computational fluid dynamics (CFD), something not often found with a 22ft production boat. The end result is what you would define as a variable deep-



Axopar 22 Jobe Revolve layouts 1. Aft backrest forward seat. 2. Multistorage console, seat, table and forward seat



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vee hull, and it is fair to say that it has taken the 'variable' concept to the maximum. Starting with a mild transom deadrise of 17 degrees, this increases to 19 degrees within a few feet, before reaching 25 degrees amidships; the forward section of the hull sharpens to 40 degrees, with the forefoot sporting a dagger-like 54 degrees. You certainly can't accuse Axopar of using an 'off-the-shelf' constant deep-vee hull.

Built on a template, there are variations to the layout and construction theme - more than enough to cater for the different needs this boat is likely to serve. There are four Mercury engine

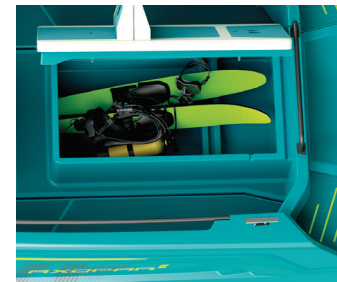
options: 4-cylinder 115hp, 4-cylinder 150hp, V6 175hp and V6 200hp. These engines are Mercury's latest generation of engines, with the V6s being class leaders in terms of power to weight and efficiency. The cockpit layout comes in three forms: open with aft bench seat, U-shaped rear seating and central sun pad. There is also one very important option you can choose, rarely found in a 22-footer, namely a heads compartment. This is not a shoebox affair but a proper compartment on the front of the console, complete with either manual or electric toilet, that can accommodate a 6ft man. Like many heads compartments found in boats this size, it sits very low in the hull, utilising every centimetre of height.

The console sports a unique 'adjustable' windscreen that can either be used in the normal sloping 'sporty' mode or raised into a near-vertical 'rough-weather'

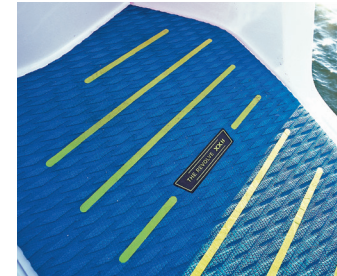
On this matter, though it is fair to say the adjustable windscreen works well in operation, the actual screen is a bit too flexible, considering the 'spirited' driving this boat is likely to be put through.

AXOPAR X JOBE VERSIONS

Axopar have combined with water sports specialists Jobe Sports to create two specialist models, each one with a choice of four bespoke layouts. The Revolve is offered with a white hull and neon/turquoise graphics, while the Revolve XXII is finished with a special hand-painted turquoise gelcoat. The upholstery is Silvertex and Sunbrella with Jobe detailing, and the decking is Jobe EVA decking, as fitted to the Jobe knee and wakeboards, which are part of the optional Exploration package. Both these versions come with the 'Experience Package' as standard. This includes a bespoke 'Peak towable water toy', conveniently shaped to fit exactly in the foredeck section, an Aero Yarra Teal SUP board and a very handy foredeck hammock that can be rigged from the console to the forepeak. Other options include a forepeak seat, a drop-in table, a sea scooter package and four variations in terms of aft seating. All X Jobses come with the obligatory ski pole.



Masses of storage available.



EVA decking by Jobe



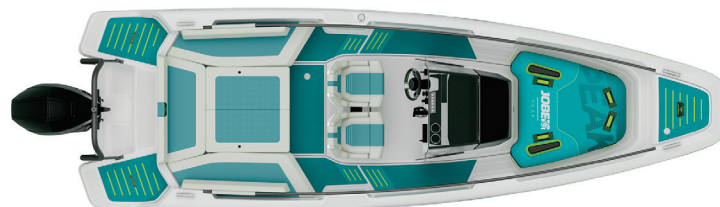
Upholstery with Jobe detailing

The reality is that fuel efficiency will be the last thing on your mind when you enjoy this superbly soft-riding hull.



The Jobe Peak towable is designed to sit in the deck floor (see below)

Alternative Axopar X Jobe layouts - 1. U Sofa sunbed with Peak towable. 2. U Sofa, Toilet compartment with forward seat.



Axopar 22 Jobe Revolve



1. Simrad Go 12 with VesselView © 2. Bespoke Jobe upholstery 3. Multi-position rear bench seating, perfect for all watersports.

As our test boats were prototypes, we understand that this should be rectified by production. The twin bucket seats, though comfortable, are taken from the Axopar 28/37, so in effect they are cruising-type seats and not the 'race buckets' they ideally need to be. In the hard turns this boat excels at, you do not get that lateral kidney support you could do with. If you choose to stand, you can place your feet on the angled footboard with your backside wedged against the folded-up seat bolsters, with a degree of security provided by the concave edge of the seat base. Visibility over the bow is spot on in both positions, and the ergonomics of the wheel and throttles are what you expect of a top-tier sports boat.

When it comes to electronics, you have the choice of either a Simrad GO 9XSE or a GO 12XSE MFD. The dash being the size it is means you could actually fit two 12in displays, as one plotter on its own leaves a blank space needing to be filled.

When it comes to storage, this is virtually a story in itself. Starting at the bow, you get a deep anchor locker, and moving back to the foredeck reveals the hatch to a deep under-deck compartment that makes full use of the hull space below. If you do not opt for the heads, then you get a vast compartment in lieu, which like the heads also provides easy access to the wiring loom and well-laid-out fuse panel. Storage does not stop here, as beneath the cockpit sole

lies a truly massive storage bay that you could virtually sleep in. If you opt for the sun pad, which runs down the centre of the cockpit, you get even more space on top of this, into which you can dump more skis and boards than you can tow.

Driving the Axopar 22

We got the chance to drive two versions: the 115hp Spyder and the 200hp X Jobe. Both boats have the same hull, but the X Jobe comes with a 200hp engine and X Jobe extras, while the Spyder comes with all engine options and whatever options you choose on top. The 115hp Spyder is a 34-knot boat, which will happily cruise at 25 knots. In terms of efficiency, the fuel consumption chart confirms

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what we suspected, i.e. that the bigger engine provides a better fuel burn across the planing spectrum.

The reality is that fuel efficiency will be the last thing on your mind when you enjoy this superbly soft-riding hull. As expected, construction is rock solid, which, combined with its ability to easily



Both models of the Axopar 22: the Spyder and the Jobe Revolve

SPECIFICATIONS

LOA: 7.20m
Beam: 2.23m
Displacement: 1200kgs (with 200hp engine - dry)
Power options: 115hp to 200hp
Fuel capacity: 230 litres
RCD category: C for 7
Test engines: 200hp Mercury V6 and 115hp Mercury 4-cylinder.

PERFORMANCE 200hp Mercury
 43.6 knots (2 way average) 70% fuel, crew 1 sea conditions moderate.

PERFORMANCE 115hp Mercury
 34.1 knots (2 way average) 70% fuel, crew 1 sea conditions moderate.

EXAMPLE PRICES

22 Spyder with 150hp Mercury, Mercury Vessel view upgrade, U-shaped rear seating, Fresh water shower, electric toilet, Fashion stereo, dual battery, antifouled - £68,000 inc VAT. X Jobe Revolve with 200hp Mercury V6, with full standard Experience package - £81,000 inc VAT.

CONTACT
www.axopar.fi

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cut through short sharp chop, makes for a great upwind driving experience - which we got on day two of our Baltic test. Running downwind, the boat is perfectly composed, picking up quickly over the waves, with no tendency to bury the nose. The stern picks up quickly,

providing planing speeds down to 15 knots if needed. Consequently the boats rides very level, only requiring a moderate degree of trim out once you start going past 30 knots. Fast cruising is anything between 30 and 35 knots, which produces a frugal fuel burn. Not many petrol-

powered 22ft boats are capable of 4mpg at 30 knots, while still having plenty left in reserve - which can be improved upon if you have the self-restraint to drive it at 25 knots. Cynics of stepped hulls often criticise their unpredictability at speed, which can be the case with some twin-step designs, but not this one.

The steering is quick and composed, while maintaining a steady sure-footed course. You can easily throw this boat about with one hand on the wheel, while



Large storage within console



Heads available on both models



Standard rear bench on the 22 Spyder

FUEL FIGURES

(Mercury flow meter)

RPM	Speed (knots)	Fuel cons. (nmpg)
1500	5.7	4.0
2000	7.2	3.0
2500	10.7	3.2
3000	18.0	4.4
3500	24.0	4.3
4000	28.0	4.0
4500	32.2	3.8
5000	37.0	3.8
5500	39.0	3.4
5800*	43.6	3.2

Range 175 miles with a 20% reserve at 25 knots. (*WOT)

keeping a grip on the power with the other. It can perform superbly tight turns without a hint of slip or twitch - you just need to remember that some of your crewmembers may not be as securely ensconced as you.

Verdict

In an industry where existing hulls often get tweaked or stretched to create something new, it is pleasing to see a new design whose performance on the water vindicates the R&D invested in it. As a result, I suspect the Axopar 22 will make a big impact, not just because of the point-and-shoot driving experience it offers, but because in its various guises it will appeal to a wide audience - not least due to the price tags. In comparison, a 7m RIB with far less deck space, fewer features and no toilet does not stack up well against the Axopar 22.

WHAT WE THOUGHT

FOR

- ▲ Great seakeeping / handling
- ▲ Ergonomic console with adjustable windscreen
- ▲ Solid build quality
- ▲ Practicality/deck space
- ▲ Performance & Economy
- ▲ Price

AGAINST

- ▼ Helm seats need more lateral security
- ▼ The windscreen on the prototype was a bit too flexible
- ▼ Midships cleat needed

Axopar 22 Spyder with 115hp Mercury



1. Great protection from large windscreen 2. Large deck locker forward with removable bow seat cushion 3. Helm seats carried over from Axopar 2021 editions of the 28 and 37.