

# Axopar 37 Sun-Top (2019-)

## Brief Summary

The Axopar 37 Sun-Top is a center console designed for cruising that can be enjoyed as a day boat or, with her forward cabin double berth, as an overnighter. She also has an optional aft cabin that could increase berth space to four adults. The 37 Sun-Top has the highest CE certification possible in a sub 40' (12.19 m) boat, Category B Ocean rated. Her performance in open waters and extended overnight capability make her a coastal cruiser to consider.

## Price

**Base Price**\$211836.00

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Key Features

- Center console
- Twin 350-hp (optional) Mercury outboards
- Hardtop with retractable canvas sunroof
- Forward cabin with dual berth, head and mini-galley
- Fixed foredeck sun pad/chaise
- Optional aft cabin for two
- CE Category B Ocean rating
- Two-step V-hull

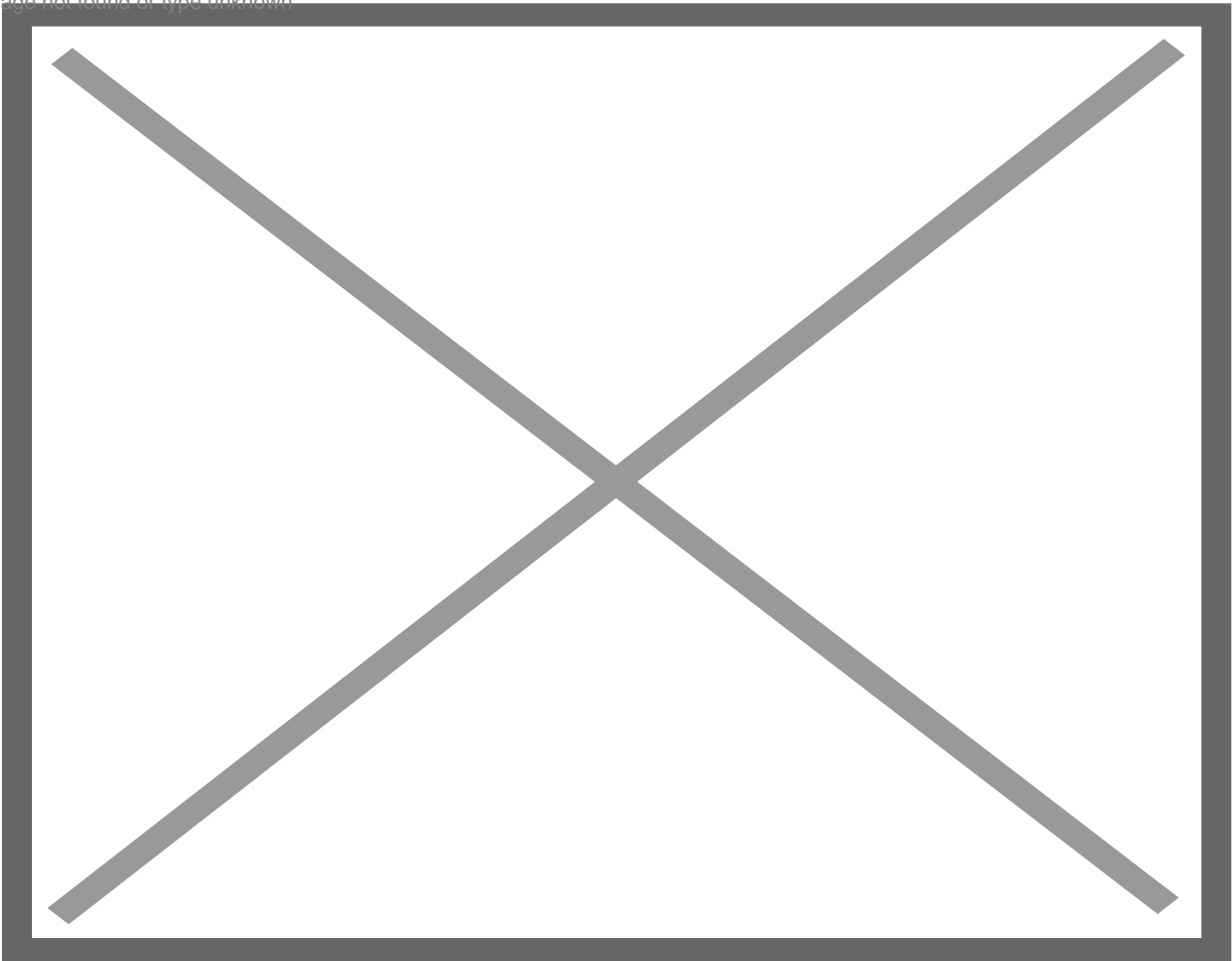
## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.7	3.2	1.3	2.8	2.4	485	421.9	N/A
1000	5.8	5	2.5	2.3	2	401	348.6	N/A
1500	8.3	7.2	4	2.1	1.8	356	309.9	N/A

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	9.9	8.6	6.9	1.4	1.2	248	215.6	N/A
2500	14.7	12.8	10.2	1.4	1.3	250	217.6	N/A
3000	21.8	18.9	13.4	1.6	1.4	280	243.9	N/A
3500	28.9	25.1	17.9	1.6	1.4	280	243.3	N/A
4000	36	31.3	22.4	1.6	1.4	278	241.7	N/A
4500	40.7	35.4	27	1.5	1.3	260	226.5	N/A
5000	46.2	40.2	34.4	1.3	1.2	232	201.8	N/A
5500	50.9	44.3	46.3	1.1	1	190	165.2	N/A
6000	57.1	49.6	61.9	0.9	0.8	159	138.5	N/A

[View the test results in metric units](#)

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# Specifications

Length Overall	36' 9"   11.2 m
BEAM	10' 10"   3.3 m
Dry Weight	7,910 lbs.   3,588 kg
Tested Weight	10,211 lbs.   4,632 kg
Draft	2' 9"   0.85 m
Draft Up	
Draft Down	

<b>Air Draft</b>	
<b>Deadrise/Transom</b>	20-deg.
<b>Max Headroom</b>	open
<b>Bridge Clearance</b>	
<b>Weight Capacity</b>	
<b>Person Capacity</b>	10
<b>Fuel Capacity</b>	192 gallons   727 L
<b>Water Capacity</b>	40 gallons   151 L
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	10,211 lbs.   4,632 kg
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	
<b>Salon Volume</b>	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

## Acceleration Times & Conditions

Time to Plane	4.9 seconds
0 to 20	
Ratio	
Props	19 P 4blade Revolution
Load	2 persons, 1/3 fuel, no water, 50 lbs. of gear
Climate	82 deg., 74 humid; wind: 5-10 mph; seas: 0

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The performance and handling of the Axopar 37 Sun-Top is among the best we’ve tested.

## Mission

The Axopar 37 Sun-Top is a versatile day cruiser with offshore and overnight capability. Designed for performance and handling, the 37 Sun-Top will appeal to boaters seeking the relaxation of sunbathing, the thrill of watersports or the allure of cruising with friends and family.

# The Axopar Back Story

Axopar boats go founder Jan-Erik Viitala

Axopar co-founder Jan-Erik Viitala at one of the early boat shows.

Read about the Axopar concept based on interviews with the company's CEO, Jan-Erik Viitala [here...](#)

## Distinguishing Features

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The distinctive bow and ladder-like hardtop supports of the Axopar 37 Sun-Top warrant a closer look.

- Plumb bow and raised forefoot
- Manual retractable fabric sunroof

## Major Features

- Two-step V-hull
- Twin outboards
- Hardtop
- Fixed foredeck sun pad/chaise
- Forward cabin with double berth

## Design

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Simple design can be elegant and weight-saving. Modest freeboard allows for sitting headroom in the cabin and streamlined mechanicals help keep weight down.

The Axopar 37 Sun-Top's most notable design element is its 2-step V-hull with a 20-degree deadrise aft and axe bow up front. On this hull, Axopar offers four configurations: the T-top, the Sun-Top, the Cabin, and the Sports Cabin.

Our test boat was the Sun-Top model.

The low clearance of the Sun-Top's overhangs was one of the few design issues we had with the boat. Axopar has addressed the clearance issue by introducing their Brabus Trim option, which provides a

clearance of 6'5" (1.95 m). Brokers have told us that ninety percent of new boats are being ordered with this option.

deckplan  
deckplan found or type unknown

The maximum beam of 10'10" (3.30 m) is all the way aft.

Axopars are curious-looking wedge-shaped boats with the maximum beam aft and ax bows with raised forefoots. They are designed by a Finnish company and built in a Polish factory with full-time Axopar employees overseeing engineering and quality.

aftdeckplan  
aftdeckplan found or type unknown

The aft deck between the engines and passenger seats has in-deck storage as standard. An optional wet bar (center) or optional Day Cruiser aft cabin (right) with a sun pad on top are available.

The offshore performance orientation of the hull and her attention-getting looks are not the only surprises in this design. Her empty weight of 7,910 lbs. (3,588 kg) is roughly 40% less than comparably sized center consoles.

running3  
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The Axopar 37 Sun-Top has jump-up acceleration and can catch air in the right conditions. It doesn't hurt having 700-hp of Mercury outboards cranking along behind.

The hull design certainly contributes to fuel efficiency and handling. However, priority to performance over interior volume places the Axopar 37 Sun-Top in a completely different weight category than comparably sized center consoles. The beam is narrower than most center consoles in this size range by almost 2' (.61 m). This creates less drag, but the real bonus is less weight onboard.

The equipment inventory is carefully curated — no big inboards or the quad outboards that most Americans lust for. There is an optional genset, but not a standard one, nor a SeaKeeper, nor a full galley. The cabin is modest with sitting headroom limiting weight.

Lacking all that furniture, weight and beam to carry around, the boat manages a nifty 57.1 mph WOT. As we have said in our previous Axopar reviews, Euro-style meets Finnish utility.

profile2  
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The Axopar 37 Sun-Top would make a beautiful tender for a superyacht.

## Construction

No exotic materials are employed in the construction of the Axopar 37 Sun-Top to keep weight down, just the tried and true E-glass over Corecell foam with a vinylester resin topcoat construction. Other design choices like a manual canvas sunroof rather than a mechanized hardtop keep CG low and the formula simple. Yes, options can be added, but the core of the boat is intentionally simple.

## Comparison

The Axopar 37 Sun-Top is lighter and narrower than comparably sized center consoles, which explains some of her performance advantages.

## Weight Comparison

Traditional CC Displacement: 13,400 lbs. (6,079 kg)

Axopar 37 Sun-Top Displacement: 7,910 lbs. (3,588 kg)

Difference: 5,490 lbs. (2,491 kg)

% Difference: 41% 41%

Most center consoles in this size range typically have 12' to 13' (3.66 m to 3.96 m) beams.

The 10'10" (3.3 m) beam of the Axopar 37 Sun-Top is nearly 15% narrower.


## Boat Inspection

### Sun-Top

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Captain Steve slides back the manually operated canvas sunroof.

On the 37 from Axopar, the ST stands for Sun-Top, which adds protection to the entire center of the boat. It includes a large sliding canvas sunroof that opens manually. The Brabus trim package comes with a mechanized opening top.

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The retractable canvas sunroof equates to driving a sports car with the top down.

led

The underside is partially upholstered and includes LED lighting. Beefy supports that double as ladders leave 18" (45.72 cm) of side deck space.

height

In recognition of the limited overhead of the 37 Sun-Top overhangs, Axopar has made the aft end hinged to provide more clearance, or offers the Brabus Trim package which increases the overhead to 6'5" (1.95 m). Use caution at the overhangs on either end as it tops out there at 5'8" (1.73 m) above the deck.

## Passenger Seating

seats

Under the hardtop, and down a 4" (10.16 cm) step from the side decks is the passenger seating area. Inside, four seats line the aft section of the space. Armrests are to the outboard side of the two end seats. Plush upholstery has double-stitched diamond quilting.

storage

Underneath the seats is storage with the main battery switches on the right. Ahead is an expandable solid wood table.

grabhandle

Captain Steve indicates the area he'd like to see a grab handle added to the overhead of the sun top. Note how the aft overhang of the top is hinged up for additional clearance over the optional wet bar behind the passenger seats.

table

The helm seats reverse and the table hinges open to create a social area under the sun top. The helm seats in front can swivel around to join the gathering at this table. The table is on adjustable pedestals and can be lowered to serve as a sun pad by adding a filler cushion. A deck hatch has pedestal bases to support the lowered table, and those pedestals store right inside the compartment. To the sides, the bulwarks come up 22" (22.88 cm) and the rails top out at 27" (68.58 cm).

## Helm

step up

To enter the helm area, step up and over the sill from the side deck and down two steps to the helm sole.

console

Captain Steve demonstrates the high console height when standing at the helm.

The helm station is down a 6" (15.24 cm) and 13" (33.02 cm) step and that makes for a high console. A flip-down step or platform in front of the wheel would be nice.

**compass**  
compass not found or type unknown

At the top of the console is a compass in line with the wheel. Two 12" (30.48 cm) Garmin displays flank a Mercury 7" (17.78 cm) SmartCraft engine display.

**plugs**  
plugs not found or type unknown

Just below is a remarkably convenient cubby running the length of the panel. It's self-draining and includes connectivity plugs at the end.

Beverage holders are to port but they're small so a typical water bottle doesn't fit. Electrical switches are in a conveniently located cluster. Another set of beverage holders is to starboard. Back to the left is the Fusion stereo.

**wheel**  
wheel not found or type unknown

Captain Steve adjusts the wheel and inspects the ergonomics of the helm. The three helm seats with the driver in the middle position line up fine.

The wheel is mounted to a tilt base. The digital throttle and shift (DTS) control binnacle is mounted at a nearly vertical angle.

**bowthruster**  
bowthruster not found or type unknown

The bow thruster control is right over a joystick for the trim tabs — the most convenient tab controller we've seen.

Further to the right are the VHF, the ignitions and the VHF remote speaker. Below the wheel are storage pockets. A long rail serving as a footrest lines the bottom of the console. Standing and leaning against the bolstered helm chair, the top of the windshield frame is just above the line of sight.

**helmseats**  
helmseats not found or type unknown

The helm seats adjust fore and aft on slides and have individual flip armrests and bolsters.

**floor**  
floor not found or type unknown

The picture shows the cockpit sole between the wheel and the helm chairs. Crew leans in from the side deck and brace their hand on the footrest rail. A hatch below the helm seat is his focus as it provides access to the 192-gallon (727 L) fuel tank, fuel lines and vents.

**fuel tank**  
fuel tank not found or type unknown

Stretch out for a peek inside and see the vented loop.

windshield not found or type unknown

The top of the windshield frame cleverly ends in a grab handle for assistance in and out of the helm. Forward visibility is excellent through the 29" (73.66 cm) high single-piece windshield.

details not found or type unknown

Thoughtful touches such as terminating the side rails around the midship cleat allow for easy boarding and tie-ups.

## Stern

wetbar not found or type unknown

Our test boat came with the optional wet bar in front of the in-deck storage. To the stern, there's open deck space 7'8" x 4'2" (2.34 m x 1.27 m). Deck drains lead directly overboard.

storage not found or type unknown

The aft in-deck storage has an access panel on the aft end below the center support to access engine rigging and filters.

Hatches in the deck open to expose cavernous storage compartments measuring 21" (53.34 cm) x 41" (104.14 cm) with an under deck extension that runs 81" (205.74 cm) ahead. The lines and fenders are supplied with the boat.

bilge pump not found or type unknown

The insulated storage on the port quarter houses a CE required manual bilge pump. To the sides are two more storage compartments. One or both can be insulated.

shower not found or type unknown

The aft deck has a pull-out freshwater shower head just forward of the port quarter storage locker. The shower is a standard feature.

Just ahead is a wet bar/refreshment center. The top is covered in Esthec nonskid, an option for all the decking as well.

wetbar2 not found or type unknown

Underneath the wet bar cover is prep space, a sink, and more counter space that can accommodate an electric grill. Below is storage on each side of a refrigerator.

rails not found or type unknown

Staple rails are removable for access to the service deck in front of the engines or the swim platforms to either side. We can see the deck drains to both sides below the Esthec nonskid.

The angled staple rails can be reversed to provide either more cockpit space or room to tilt the engines out of the water.

walkway

Further aft there is a swim platform that comes out 3'2" (5.08 cm) covered in more of the Esthec nonskid that continues across a service deck ahead of the engines. The port swim platform has a retractable four-step reboarding ladder.

aftcabin

Replacing the wet bar is another option for the aft deck, the \$5,252 Day Cruiser aft cabin which sleeps two and has a sun pad to fit on top.

## Side Decks

sidedecks

As we make our way forward to the bow, safety is maintained at the 13" (33 cm) wide side decks by a 28" (71 cm) high rail height.

## Bow

sidedecks2

A step up to the bow from the sidedecks sees the bulwarks top out at 15" (38 cm) with the rail coming up to 19" (48 cm).

sunpad

The sun pad over the forward cabin has armrests, cup holders, and playpen dimensions.

Just ahead of the console is a comfortable chaise lounge-style sun pad measuring 65" long x 57" wide (165.1 cm x 144.78 cm). We're seeing the same quality of materials for the upholstery, along with the double-stitched diamond-patterned quilting from the passenger seating.

bowtable

The expandable bow table marries the forward end of the sun pad to the padded seat over the anchor locker.

Just ahead there's a storage hatch in the sole and in the top of the hatch is a pedestal base for the removable table.

Fully forward, the wraparound bolsters start at 10" (25.4 cm) off the deck and top out at 19" (48.26 cm). The forward bolster is extended forward to form a seat that covers the aft part of the hatch over the ground tackle.

## Ground Tackle

**cushion** ground or type unknown

The padded cushion forward partially covers the anchor locker. The rail height increases over the bow cleats.

Eight-inch (20.32 cm) cleats are to both sides and notice how the rail height increases as we move forward. A turn-and-lock latch releases the hatch that opens on a gas support strut.

**windlass** ground or type unknown

The flip-up-and-out bow roller stows cleanly away. A windlass is an option. We are still looking for the anchor and rode.

The anchor hatch is finished on the inside.

## Performance

**plumb bow** ground or type unknown

The plumb bow maximizes waterline length in rough conditions.

As we got underway, the combination of those big outboards and the powerful bow thruster made for easy maneuvering. She has a plumb bow that drops down to an extended keel and a two-step V-hull.

**running4** ground or type unknown

Underway in flat water, the boat's attitude keeps the forefoot out of the water, reducing the wetted surface. Now let's take a look at the numbers. The Axopar 37 Sun-Top has an LOA of 36'9" (11.2 m), a beam of 10'10" (3.3 m) and a draft of 2'9" (.85 m). With an empty weight of 7,910 lbs. (3,588 kg), 30% fuel, three people and test power, we estimated our test weight at 10,213 lbs. (4,632 kg).

With the twin 350-hp Mercury Verados turning 19" (48.26 cm) pitched 4-blade revolution props and spooled up to 6000 rpm, we reached a top speed of 57.1 mph. Best cruise came in at 3500 rpm and 28.9 mph. At that speed, the 17.9 gph fuel burn translated into 1.6 mpg and a range of 280 miles. All while still holding back a 10% reserve of the boat's 192-gallon (727 L) total fuel capacity.

**running5** ground or type unknown

The 57.1 mph WOT can be attributed to the stepped hull, narrow beam, relatively lightweight and twin Mercury engines.

Our test captain conducted acceleration tests with these results:

## Acceleration

- Time to plane: 4.9 seconds
- Zero to 20 mph: 5.9 seconds
- Zero to 30 mph: 8.6 seconds

## Handling

running6  
ground or type unknown

The Axopar 37 Sun-Top wants to ride bow up and rely on the 20-degree deadrise aft to plane until it gets too rough and she has to use that ax bow to cleave waves.

We didn't really have the sea conditions to test her offshore mettle, but our previous test on the Axopar 28 Cabin showed some awesome capabilities. We had to be content with just gentle skipping across some light chop with the 37 Sun-Top remaining comfortable throughout. Even in these conditions, it's clear to see that she had excellent maneuverability.

running7  
ground or type unknown

The Axopar 37 Sun-Top turns really well, with no hint of ventilating the props. Go ahead and pour on the power, it just serves to tighten the turn as she heels over

## Docking

Back at the dock, she has good maneuverability. We were able to easily walk her sideways with the Side-Power SE60 bow thruster and lay her gently against the dock.

## Equipment Discussion

Axopars have multiple trim packages available: the Brabus, the Version R and the Premium Package. All packages allow a choice of colors and fabrics.

## Standard Equipment

- Twin 300-hp Mercury outboards with VesselView 7" (17.78 cm) engine display
- Side-Power SE60 Bow thruster
- Side rails

- Shower on the aft deck
- Shore power 120V with 40 AH charger (U.S.)
- Fusion stereo
- Garmin VHF
- Twin Garmin Chartplotter 1222 Touch displays
- Harbor cover for foredeck

## Price

The base price is \$211,836.

LED deck lights type unknown

LED deck lights are included in the Premium package.

## Optional Equipment

- Twin Mercury 350-hp outboards (\$9,495)
- Antifouling paint (\$2,600)
- Targa Arch with roof rails (\$1,196)
- Rod holders on Targa arch (\$624)
- Waterski arch (\$1,196)
- Sink in forward cabin (\$520)
- Transom seats (\$2,860)
- Electric windlass with remote (\$5,260)
- LED courtesy lights (\$559)
- LED deck lights (\$767)
- Drawer-type refrigerator in cockpit (\$1,196)
- Air conditioner (\$7,696)
- Webasto cabin heater (\$4,096)
- Search light (\$546)
- Wood sole in cabin (\$702)
- Generator (\$13,923)
- Electric grille (\$624)
- Gas hob for galley (\$715)
- Canopy (\$2,301)
- Complete Esthec package (\$7,436)
- Day Cruiser aft cabin (\$5,252)
- Wet bar (\$5,499)

- Webasto electric roof (\$3,341)
- Teak foredeck table (\$481)
- Livewell (\$949)
- Closed toilet wall (\$2,717)
- Audio upgrade (\$780)
- Underwater lights (\$1,079)

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Options on our test boat included the engine upgrade, ski arch, wet bar and rod holders on the 37 Sun-Top.

## Observations

The Axopar 37 Sun-Top is an unusual design that definitely catches attention. While her looks are different, so is her quality and design style. Axopar makes a good balance between adding features and available space. She's among the best handling boats we've tested and that says a lot. Bottom line... this boat offers a lot that isn't immediately apparent, but becomes so once one steps on board.