

Grady-White Canyon 336

Space, performance, efficiency and serious fish-ability on a proven Hunt-designed hull.

by John Page Williams

Grady-White's 2019 Canyon 336 center console family fishing boat rides on the same well-proven hull as the original 336 from 2008, but, as is true each year for all

G-W models, the design team added refinements. This year, they introduced fresh upholstery with improved stitching, a Corian countertop for the in-console cabin, new faucets and rod racks, new hull colors, and foldaway seatbacks for the two long storage boxes in the bow, which double as lounges. We had a chance to test the boat on a long run down the

Tennessee River at a Yamaha-sponsored press event earlier this year. The event provided an excellent opportunity to enjoy a boat ride on one of America's most historic waterways.

Also new is the option to power the Canyon 336 with a pair of Yamaha's new 425-hp XTO Offshore V-8 5.6L four-strokes, which pushed our test boat. Grady-White's engineers and the naval architects designed the 336 originally around Yamaha's 350-hp engines, which propel it well, and they have recently adapted it to carry triple 300-hp V-6s, but the twin 425s form an even better match. Despite their half-ton weight (each), the big hull carries them easily at all speeds, and they provide enough smooth power to push it to a top speed over 45 knots. Even more valuable in our test was the fact that the

Grady White Canyon 336

LOA: 33' 6"

Beam: 11'7"

Draft: 25" (engines up)

Max HP: 900

Fuel Capacity: 333 gal.

Weight: 9,200 lb.

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336 rose easily onto plane and remained efficient at speeds from the mid-teens to the mid-30s, a remarkably wide operating range and a good index of the Hunt design expertise behind the 336's SeaV2 hull. Those speeds allow the boat to cover 370 nautical miles on a conservative 90 percent of the fuel in its 333-gallon tank. Of course, there was plenty of throttle left for the 40s, but fuel consumption goes up fast at those speeds.

These new engines carry Yamaha's latest refinements of the company's Helm Master integrated operation, from joystick low-speed maneuvering and multiple Set Point position-keeping options for fishing to electronic steering control, engine trim angle, trim tabs, and the optional bow thruster. Yamaha's goal with these and its other big engines is seamless integration of power with all of the boat's systems, including the electronics, stereo, lights, fuel, optional 5kW Fischer Panda genset, optional air conditioning, and even the plumbing for washdowns, shower, sinks, and head. This integration is a good example of the close, long-time working relationship that operates every day between Grady-White and Yamaha. It also illustrates the care with which Grady-White engineers design the wiring harness for a complex boat like the Canyon 336.

This big boat's generous beam and length provide a lot of space for a family fishing boat with a roomy cabin in the console. The cabin includes not only six-feet, five-inches of

headroom but also a six-foot, four-inch bunk, a sink, a shower with fold-down cherry seat over a VacuFlush head, a stand-up holder for six trolling rods, abundant storage, and an available microwave. The ample space also allows for three side-by-side seats at the helm with center-wheel and controls. The seats are individually adjustable for sitting or standing, with a footrest. There is ingenious attention to storage for everything from phones, including 12V charger outlets, to fenders and lines. Integrated electronic displays and the VHF radio mount on a unit that rises mechanically from the console top. For snotty days, the tempered-glass windshield has a wide-sweep pantograph wiper with freshwater washer. The hardtop above provides more storage in an overhead box, a zip-up net for life jackets, and plenty of well-positioned handholds. It also holds a rocket-launcher rod-holder on its aft edge and provisions for an optional sliding cockpit sunshade.

The aft side of the helm seat station features another rocket-launcher rod holder above a tackle station with a lighted, 45-gallon, insulated raw-water livewell to starboard; a cutting board in the center, freshwater washdown wand, and a cooler to port that can also be plumbed as a livewell. Below are tackle drawers. The broad cockpit offers plenty of fishing space, including toerails set in the hull sides below horizontal rod racks and comfortable bolsters for leaning over the gunwales. A cockpit side door to port with a

LEFT: Starboard transom door provides easy swim/engine deck access, and you can also boat a big fish through it.

RIGHT: Twin ice/fish boxes, rocket launchers, and pull-out storage spaces define an effective fishi and entertainment center.

boarding ladder is optional. The transom holds a fold-away bench seat with cushion in front of a cavernous, lighted, 73-gallon, insulated fishbox, which can be converted to a freezer. It comes with a divider to separate fish, bait, drinks, and food. Like all Grady-White fishboxes, it's plumbed to drain directly overboard. To starboard, at the transom, is a stout door with latch hinged toward the swim platform. There's a fold-down ladder set in the platform. To port at the transom are fresh- and raw-water washdown bibs and the battery switch panel.

The Canyon 336's bow area includes a large, comfortable seat in front of the console, flanked by the aforementioned port-and-starboard 41-gallon, insulated fishbox/lounges. Between them are switches for the windlass and access to the bow anchor locker, which drains overboard. The

anchor chain and rode feeds through the stem. The two lounges can convert with a cushioned insert into a full-width sunpad, or you can stow the cushions to convert it to a casting/castnet platform.

All of these features ride on the proven SeaV2 hull, hand-laid by Grady-White lamination crews, some members of which have more than twenty years' experience. G-W hulls are all-composite with engineered fiberglass stringer grids designed to hold tanks and batteries in balanced locations, complemented by chases for wiring and plumbing and filled with enough closed-cell foam to provide unsinkable floatation.

Years ago, a boat of this size would have been a cabin cruiser with twin inboard engines and overnight accommodations for six. Today, families emphasize day use much more, so interior space is prized along with

performance, efficiency, the ability to visit shallow water, and serious fishability. Hence the surging popularity of well-designed center console rigs like the Canyon 336 powered by engines like Yamaha's sophisticated XTO Offshore V-8s. This one is a classic that just keeps getting better, but that's the way Grady-White builds its boats. ↴



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