

# THE BIGGEST GRADY-WHITE EVER: THE CANYON 456

Whether you want to fish for bigeye tuna (<https://www.fishtalkmag.com/blog/how-fish-bigeye-tuna>) or probe the edges of Baltimore Canyon (<https://www.fishtalkmag.com/blog/baltimore-canyon-bluewater-fishing-its-best>) for billfish and yellowfin, a boat like the Grady-White Canyon 456 is sure to turn your head. This is the biggest Grady-White ever built, and although it's a center console fishing boat it's also a true yacht. You'd like to set off for an epic adventure while overnighing at the canyons? On this boat, you'll do so while enjoying a level of luxury that most people don't even get to experience on dry land. Take a glance at this short video preview of the new Canyon 456, and you'll begin to get an idea of why we say this.

The view both inside and outside of the Grady-White's console cabin should make it quite clear that this boat is well thought-out and then some. Touches like the cabin rodholders and the 24-inch transom multi-function display are completely unique ideas that Grady dreamed up specifically for this model. And they aren't the only unusual perks found on this boat - not by a long shot. Take note of the dive doors in both sides, so whichever side the dock is on, you're assured easy entry and egress. Check out how the builder engineered in not one pair but two pairs of under-gunwale rodracks, with locking hatches that close over the reels to protect your gear from both weathering and theft. And as you look at the quadruple electrically adjusted helm seats with flip-up bolsters and flip-down arm rests, be sure to check out how each individual seat has its own flip-down footrest.



*On the Grady-White Canyon 456, every passenger gets a comfortable place to sit.*

# GRADY-WHITE CANYON 456 PERFORMANCE

Much to our dismay, the Canyon 456 was boxed in at the Miami International Boat Show when we first laid eyes on it, so we couldn't go for a sea trial. Major bummer. But Grady-White's initial tests have been completed, and the results look pretty dang sweet: cruising at 3700 rpm turns in a speed of 31.4 mph, while getting 0.65 mpg. Slam down the throttles and this monstrous fish-hunter breaks the 55 mph mark. Power comes courtesy of four Yamaha F350C (<https://www.fishtalkmag.com/blog/yamaha-f350c-four-stroke-outboard-review>) outboard engines, swinging 15.25 x 19 SWS II SDS props.

Despite the fact that the 456 is so much larger than other Grady-Whites it shares the same C. Raymond Hunt Associates hull design, dubbed "Sea V2," which is a variable-degree hull that starts out sharp at the entry and then tapers down to 21-degrees of deadrise at the transom. If it ain't broke don't fix it - thousands of hulls and decades of rough-water experience have proven its effectiveness. A new twist to making the hull perform even better, however, is the addition of a Seakeeper gyro stabilization system. We've tested a number of Seakeeper-equipped boats and found a rather shocking roll reduction commonly in the neighborhood of 90 percent. Yes, you read that right - 90 percent. You can learn more about it in Tech it Out: Control the Rock 'n Roll (<https://www.proptalk.com/tech-control-rock-n-roll/>), but we recognize that this claim is so extreme it's hard to take anyone's word for it. So rather than asking anyone to believe us on this point we'll just recommend spending some time on the Canyon 456, or any other Seakeeper-equipped boat, to find out for yourself. But believe this: you should prepare to have your mind blown.

## FISHING ON THE CANYON 456

Enough about the luxury, the performance, and all those other things that will be considered secondary to die-hard anglers like us. Just how well will the Canyon 456 live up to expectations on the fishing grounds?

The first thing we need to point out is that between the 10 rocket launchers lining the T-top and pipework, the eight flush-mount holders in the gunwales and transom, and the 22-foot Gemlux outriggers, you'll have no problem pulling a massive spread. Anglers who like to live line with spot (<https://www.fishtalkmag.com/blog/how-live-line-spot-part-ii>) or haul a school of peanut bunker (<https://www.fishtalkmag.com/blog/pea-nutty-live-lining-peanut-bunker-stripers>) will appreciate the pair of 35 gallon livewells, which are served by 1,500 gph pumps and full-column water inlets. And once you haul your catch aboard you'll have plenty of places to stow it, ranging from the 459-quart transom kill box (which has integrated freezer coils so you don't need to haul hundreds of pounds of ice), to the 210-, 123-, and 43 quart forward fishboxes in the bow.

There is an angling downside to this arrangement, in that between the huge transom box and the four monster outboards, standing in the cockpit it feels like the props are a million miles away. All fish will have to be landed on the hip, and there will always be a moment of fear as large, uncontrollable fish are brought through the propeller-induced danger zone. This is, of course, an issue on many large center console fishboats. And beyond this we find it tough to find any valid criticism of the Canyon 456. Sure, its cost [...] will present a slight road bump to ownership for many of us. But Grady-White's reliably higher resale value as compared to virtually any competitor also means that in the long run, you probably won't suffer from the extreme devaluation common to many powerboats. Yes, one could also complain that packing the bow with a huge sunpad and the forward lounge does eat into fishing space. But truth be told there's so much sheer volume to begin with, we really don't feel like there's any penalty being paid.



*Could there be a better way to hit the canyons, than on a Canyon 456?*

The bottom line? If you're looking for the ultimate in bluewater fishing machines that maximize luxury, the Canyon 456 belongs on your short list. And if you're lucky enough to get one after reading this, we have just one request: can we get an invite on the next overnighter at the canyons!? C'mon, puh-leeeeeze?

**Quick Facts:**

LOA – 45'0"

Beam – 14'0"

Displacement – 24,500 lbs.

Draft (hull) – 2'6"

Transom Deadrise – 21 degrees

Fuel Capacity – 616 gal

Max HP – 1,400