

Grady-White Canyon 366 (2011-)



Captain's Report



It's common to find triple outboards on a center-console this size, but sticking with twins might be best if top speed isn't your goal: Grady-White tests show almost identical optimum cruising speed and economy for twin- and triple-Yamaha 350 four-strokes. Both packages produce a shade over 30 mph (48.3 kph) optimum cruise, at about 1 mpg (.43 kpl).

Textiles's Loss Was Boating's Gain

Founded in 1959 by Glenn Grady and Don White, since 1968 Grady-White has been owned by Eddie Smith, Jr. Grady-White was known for building excellent boats, but by the late 1960s fiberglass was becoming the preferred boatbuilding material; Grady-White hesitated to make the switch from building lapstrake wooden hulls, and paid the price. A lifelong sportsman, Eddie Smith, then 26 years old, didn't want to make his career in his father's successful textile business (mail order panty hose), thought he could turn Grady-White around, and convinced his father to lend him the cash to buy the boatbuilder. Smith said his father was certain the company would fail anyway, and then his son would come back into the family business.



One advantage of a boat this size is plenty of beam, enough to fit triple seats at the helm and leave enough room to pass easily on either side when fighting a fish. We like the armrests to keep folks from sliding, the grabrails next to the seats and on the helm, and the full-width footrests.

But Smith didn't fail, and today Grady-White is known for building some of the world's best small production sportfishing boats. The company consistently ranks at the top of its category in customer satisfaction surveys, and repeatedly wins the J.D. Powers award for Coastal Fishing Boats. Eddie Smith himself has been recognized for lifetime achievement by the American Sportfishing Association, and has also been honored by the International Game Fish Association and many others for his commitment to fishing and the environment. Most Grady-White employees are also fishermen and –women, and you'll find a company boat at almost every major tournament. Nothing beats using a boat to find out what works and what doesn't, so fishing for the Grady-White folks is both business and pleasure.



Electronics live in an enclosure that opens and closes electrically, with room for two big multifunction displays. There's an electronics box overhead, on the underside of the stylish T-top, standard equipment on the Canyon 366. Its frame is painted aluminum, and it's fitted with LED lights, stereo speakers and an overhead hatch.

Hulls By Hunt

Although Grady-White creates the overall design of the boats, since 1989 the running bottoms have come from the naval architectural firm of C. Raymond Hunt Associates in Boston. Inspired by the often rigorous conditions fishermen find both locally, in the Outer Banks inlets, and worldwide, the Hunt SeaV2 hulls utilize continuously variable deadrise and wide chines to produce a smooth-riding and stable hull. The SeaV2 hull is sharper amidships than most deep-Vs: around 30 degrees of deadrise where the hull meets the water when running on plane. That's the area of the hull that contributes most to a comfortable ride.

Aft, the deadrise flattens to about 20 degrees, less than the 23 or 24 degrees of a "classic" deep-V (a design that C. Raymond Hunt developed in the early 1960s); lower deadrise back there makes a hull faster and more stable.



Red lights preserve night vision, but we think the glare of the electronics displays might offset that feature. The T-top comes with canvas port and starboard, to make the helm cozy at night or on a rainy, windy day. A tempered-glass windshield is standard.

Plywood? No Problem for Grady-White

It's common for boatbuilders today to promote their "wood-free" construction, with high-density foam used to core transoms, stringers and other hull supports. In days past, most builders used plywood in these areas, usually – but not always – encapsulated with resin and/or fiberglass fabric. On their 18- to 30-foot models, Grady-White still uses plywood in their hull structure, high-quality plywood that's treated to prevent rot, then carefully installed to ensure a long and happy life. (The company covers their boats with a limited lifetime warranty and G-W takes its warranties very seriously.) However, on the 366 the company uses a fiberglass stringer system, which they say lightens the boats for performance. On all models, including the 366s, there is basic floatation provided to ensure safety.



Grady-White calls their helm seating a "Deluxe Lean Bar." It includes a complete rigging station with a freshwater sink and 164-qt. (155.2 l) cooler, knife and pliers holders, lure holder and a 41-gallon (155.2 l) livewell. There are lockable tackle drawers and stowage lockers, and a 6-rig rocket launcher. All this is standard, but you can get...



... this 1300-watt electric grill instead of the sink. It turns the lean bar into an alfresco barbeque stand, ideal for feeding the crew or entertaining friends at the dock or while enjoying a quiet anchorage. OK, for that, you'll need the optional 4-kW genset, too – it's a diesel, so requires a separate fuel tank, but is safer than gasoline and creates less hazardous exhaust fumes. Adding the grill preserves most of the fishing gear at the lean bar; you lose only the sink.



Like almost every center console, the Canyon 366 has V seating in the bow – there are fishboxes underneath -- but it's convertible to a dinette with the optional motorized table. When lunch is over, the table will lower to create a sunpad; just throw on the extra cushion and catch some rays. If you don't want the table, a simple insert converts the V seats to a casting platform; cushions create a sunpad.

Accommodations

Center consoles aren't noted for sumptuous cabins, but one as big as the Canyon 366 has room for some creature comforts. There's a double berth, a good place for some of the crew to hang out during the long run offshore to the fishing grounds. There's a refrigerator and sink, and a microwave oven is optional. You can even have a 15" flat-screen TV in here, with a DVD player, and air conditioning. (Add all this, and you'll really need the genset.)

The head area has a shower, but a 6-gal. (22.7 L) water heater is optional; it includes a transom shower, though. The W.C. is a VacuFlush, plumbed to a 10-gal. (37.9 L) holding tank with overboard pump-out. Boats like the Canyon 366 are often far enough offshore to pump the holding tank legally, but remember to

secure the Y-valve when in no-discharge zones in case the authorities decide on a spot inspection.



The console is cozy, but livable. Since this is a Grady-White, there's a vertical rod rack here along with extra stowage. The bulkhead and sole are cherry. The small side windows in the console let in a little natural light, but there's also dome lighting and recessed LEDs. We think this would be a good spot to snooze while somebody else drives out to where the big fish swim; otherwise, we'd have to nap on the aft bench in the cockpit.

Power

Grady-White offers the Canyon 366 with either twin or triple Yamaha 350-hp four-stroke outboards, but our local dealer said that triple 300-hp Yamahas were also available. At first glance, we'd think a boat this size (12,850 lbs, or 5,829 kg, without power) would need the triples, but after checking performance figures supplied by the company we're not sure. (We haven't tested this boat ourselves, and are taking the builder's word on performance data.) While the triple-OB boat with the 350s went faster – 55.3 mph (89.0 kph) vs. 46.4 mph (74.7 kph), both boats cruised most economically at virtually the same speed – 30.4 (48.9 kph) vs. 30.2 (48.6 kph) and burned almost the same amount of fuel. Cruising range in either case is about 390 miles (629 k) with a 10% reserve. We have no data on performance with triple 300-hp.



Since big Yamaha four-strokes don't come cheap, we might give up some top end in the interests of lower initial and maintenance costs with twins, unless we badly needed top speed.



Although triples do look pretty cool, especially combined with the Canyon 366's wide beam and low profile. Maybe we'd split the difference and get triple 300-hp. Either set-up preserves a little bit of platform; the transom door makes access easy, at least to the starboard side.

Recommendation

Grady-White builds very nice boats across their entire model line, and there's at least one Grady on almost every fisherman's dream list. Add to that the company's reputation for integrity and excellent customer service, and it's a no-brainer. We strongly recommend the Canyon 366 if you're in the hunt for a capable offshore center console.



When the sun goes down the LED courtesy lights illuminate the cockpit like a Las Vegas nightclub. When do the dancing girls come on? The bench seat on the forward console will seat three thin people, two beefy fishermen comfortably.

What about price? Our dealer gave us an MSRP for the Canyon 366 with twin Yamaha 350s of \$373,609; with triple 300-hp, \$399,590, and with triple 350s, \$414,015. That's without options, but the standard boat has all the gear you need for fishing, unless you want outriggers, which are optional. If you simply want a boat to take you out fishing, you can buy a standard Canyon 366, load your rods and tackle and head offshore. And we would be happy to do that aboard this big center console.

