REVIEW: GRADY-WHITE CANYON 376

By: KEVIN SMITH, Photography by: KEVIN SMITH

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Is the Grady-White Canyon 376 the greatest centre console all-rounder?

After spending a few hours on the Grady-White Canyon 376 centre console fishing boat it's hard not to be a fan of the brand. The quality externally and internally, the build, innovation, style, performance and handling; and the way it's been designed around safety is unique.

GRADY-WHITE CANYON 376

Demand for centre console fishing boats is on the rise, especially so among the hardcore fishing fraternity. The niche centre console "clan" are dedicated (and probably selfish anglers) like myself, who like to believe that their boats are family-friendly. This may be true – to a degree – but when it comes to asking the family the same question, they would most certainly disagree – and I speak from experience. So is it possible to create the perfect centre console that not only serves as an offshore game-fishing weapon, but also as an entertaining boat that family and friends can enjoy and approve of ? Well, I'll leave the answer up to you as the latest Grady-White Canyon 376 centre console fishing boat can certainly speak for itself.

LUXURY BOAT

The 11.15m Grady-White Canyon 376 has a typical centre console layout of open bow and stern decks with a console mounted in approximately the centre of the hull. When boarding via the rear platform and door onto the rear deck, you get the feeling that you have just stepped into a big-dollar rig – that's just how luxurious it feels.

With a larger than usual centre console, its gunwales are higher than standard with wide coamings, full bolstered trims all round, and loaded with slick internal mouldings with plenty of rod-rack storage front and rear. It's trimmed with recessed grabrails which host things like drinkholders and mounted speakers. The false transom section has a massive fishbox which can even be optioned up as a refrigerator/freezer with digitally-controlled thermostat.

CONSOLE

The seating structure is amazing as it not only seats three very comfortably within the protection of the console, screen and hardtop, but also has a rear section open to the stern with built-in electric grill, large volume livewell and plumbed sink – basically, take a fish out of the well, clean it and chuck on the grill! It also has good tackle tray storage space below. Like every other hatch on the boat, all lids and doors have gas strut assist and water-tight seals.

Behind the wheel, the captain gets the centre seat which suits standing and seated driving and has a dash setup to die for. Again it's a workable and spacious setup, but what I really liked was the electro-mechanically operated electronics dash enclosure which, at the flick of a switch, opens the mid-section of the dash where valuable electronics have been mounted.

Other innovative features included the electronic top vent on the screen which adds to ventilation, and side vents that blow air-conditioned air onto you while seated at the console.

There's still more to the console – namely a side door that leads down into a full cabin section tastefully decorated in cherry timber and fitted out with head, shower, kitchenette (with microwave, fridge), electronic lounge bolster above the queen-sized bed, air-con, access to main 220/12V electronics, and more. It's very spacious with full headroom and definitely an area that can be used to sleep quite comfortably in, or just a good chill out area.

ENGINES

The Grady-White Canyon 376 is specifically designed around high performance. Five minutes of full throttle on this beast will get the adrenalin going – not surprising, as twin Yamaha 350hp V8 four-stroke outboard motors are the driving force on the transom.

Behind the controls you have the option of sitting back and relaxing while driving, or standing if preferred. Everything is adjustable and either way you will find an ideal position of the steering and seat to suit. Once set up, manoeuvring the boat is surprisingly easy for its size as you even have a small bowthruster for assistance. Fly-by-wire controls and electronically-assisted steering makes it super smooth on the hands to operate.

HADNLING AND RIDE

After having Eric Sorenson from Grady-White give a spectacular display for the photos, I had a good idea on how it performed. Eric literally made the Grady-White 376 look like a high-performance trailerboat being thrown around – tight turns at high speed, WOT runs in all directions to the swell – you name it, he did it. And not once did I see anyone having to hang on for dear life.

It only takes five minutes to gain full driving confidence on this machine. Having the full demo prior to driving I gave it my hardest and can only report that it is an absolute beauty to drive. The low down and top end torque of the motors is phenomenal and yet the ride is like cutting though butter. It can handle a WOT throttle speed of 40kts easily; it carves smoothly into turns, and feels safe enough to give an amateur a turn at the wheel. I really could not fault the ride in any way – bloody amazing.his kind of handling and performance can only take you in one direction – and that's out toward the continental shelf, fishing for marlin or tuna. Yes, you will chew up a bit of extra juice but if fuel consumption is not an issue you will be out there fishing way before anyone else gets there! Low down, the consumption is pretty reasonable considering the horsepower and size of the boat (24lt/h at a 5.4kt troll to be precise). For the avid gamefisherman the height of the motors and high transom does a good job keeping the deck dry while backing up.

Interestingly the Canyon 376 is actually rated to a maximum horsepower of triple 350hp outboard motors (1050hp). The test boat had twins fitted but after experiencing such amazing all-round performance from the twin 350s, the devil inside me now wants a taste of the triple setup.

Surprisingly, fuel consumption data on the triples is not too much more that the twins. And let's face it, when spending $500,000 or so on a boat, I doubt the extra 40-grand for another engine is going to break the bank.

THE VERDICT

After spending a few hours on the Grady-White Canyon 376 it's hard not to become a fan of the brand. The quality externally and internally, the build, innovation, style, performance and handling; even the way it's been designed around safety is just something quite unique. Yes, it carries a fair price tag at $499,000 as tested, and you might wonder who the hell would buy one – I sure would (after winning Lotto). But for others with a bit of cash to spare, it could actually be the ideal upgrade to a boat that's classy and not a handful to handle, or the perfect step back for those tired of the maintenance and expense found on the larger motor yachts. And the family will dig it. Right…?

HIGHS

• Flawless finishes

• Innovative features

• Serious performance

• Great fishing and cruiser crossover

LOWS

• I have not won Lotto yet

PRICE AS TESTED

$499,000 (introductory price, normally $595,000)

OPTIONS FITTED

Outriggers, electronics package, air-conditioning, diesel generator, grill … the list is endless (see website for standard and optional inclusions)

PRICED FROM

$555,000

GENERAL

MATERIAL GRP

TYPE Monohull centre console

LENGTH 11.15m

BEAM 4.01m

WEIGHT 5850kg

CAPACITIES

BERTHS Double plus bunk

REC. HP 700

REC. MAX HP 1050

FUEL 1476lt

WATER 204lt

ENGINE

MAKE/MODEL Twin Yamaha F350 outboards

TYPE Four-stroke, 32-valve DOHC Direct Action 60° V8 outboard motor

RATED HP 350 (each)

WEIGHT 373kg (each)

DISPLACEMENT 5330cc (each)

GEAR RATIO 1.73:1

PROPELLER 16.25 x 15 SWS XL SDS

SUPPLIED BY

GAME & LEISURE BOATS

Factory 1, 147 Bayview Street,

Runaway Bay, QLD, 4216

PHONE 07 5577 5811

EMAIL sales@gandlb.com.au

WEB gandlb.com.au

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