

GRADY-WHITE CANYON 326 (2019-)

2 X 300-HP YAMAHA



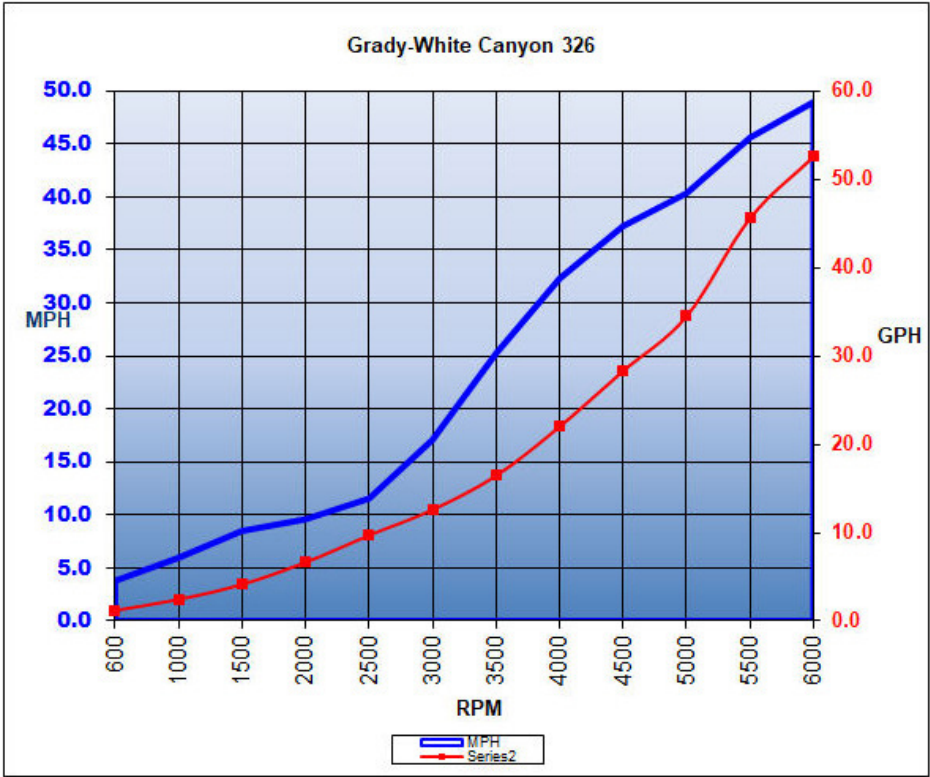
Key Features

- 2 automatic bilge pumps (total 2,600 gph) (9,842 lph)
- Anchor windlass w/remote switches at helm & windlass
- 100% hand-laid hull and deck
- 32-gallon (121 L) livewell
- Fuel Capacity - 327-gallon (1,238 L) tank
- Rod Holders - cockpit (4), bow (4), transom (1)

Test Results

This table is a chart that displays boat test power.

RPM	MPH	KNOTS	GPH	MPG	NMPG	STAT. MILE	NM	DBA
600	3.8	3.3	1.2	3.2	2.7	928	807.2	62
1000	6	5.2	2.5	2.4	2.1	717	623.6	64
1500	8.5	7.4	4.2	2	1.8	603	524.2	69
2000	9.6	8.3	6.7	1.4	1.3	425	369.2	73
2500	11.6	10	9.7	1.2	1	350	304.7	79
3000	17.1	14.9	12.6	1.4	1.2	399	347.3	78
3500	25.3	22	16.5	1.5	1.3	452	392.8	83
4000	32.3	28.1	22	1.5	1.3	432	375.7	85
4500	37.3	32.4	28.3	1.3	1.1	387	336.8	85
5000	40.4	35.1	34.5	1.2	1	344	299.3	85
5500	45.6	39.7	45.6	1	0.9	294	255.9	85
6000	49	42.6	52.6	0.9	0.8	274	238.4	87



Specifications

LENGTH OVERALL	31'2" 9.5 m
BEAM	10'9" 3.28 m
DRY WEIGHT	8,500 lbs. 3,856 kg
TESTED WEIGHT	11,716 lbs. 5,314 kg
DRAFT	24" (61 cm)
DEADRISE/TRANSOM	20-deg.
BRIDGE CLEARANCE	9'5" 2.87 m
WEIGHT CAPACITY	N/A
PERSON CAPACITY	N/A
FUEL CAPACITY	327 gal. 1,238 L
WATER CAPACITY	30 gal. 114 L
TOTAL WEIGHT	11,716 lbs. 5,314 kg

Acceleration Times & Conditions

TIME TO PLANE	3.2 sec.
0 TO 30	7.1 sec.
RATIO	N/A
PROPS	17p 15 1/2 SWS2
LOAD	2 persons, 2/3 fuel, no water, 50 lbs. of gear
CLIMATE	60 deg., 50 humid; wind: 10-15 mph; seas: 1

Engine Options

TESTED ENGINE	2 x 300-hp Yamaha
STD. POWER	Not Available
OPT. POWER	Not Available

Captain's Report

By Capt. Martin Frobisher



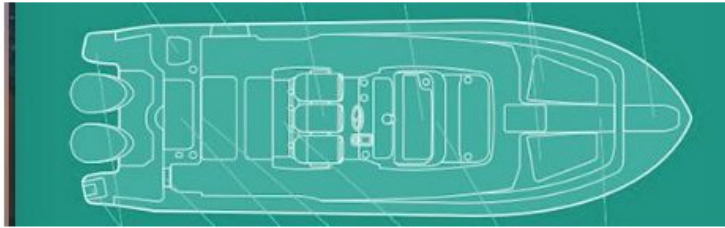
The Grady-White Canyon 326 is 33'1" (10.08 m) long with a 10'9" (3.28 m) beam and, she is the largest boat in the Grady-White line to be offered with only twin outboards.

Mission Statement

Grady-White continues to fill in the Canyon line with the 326, the largest twin-engine model in the Canyon fleet. While the Canyon 336 lets owners step up to triples, the 326 maxes out at twin 350-hp Yamaha outboards, making her a more affordable option. She has everything an owner would want for fishing, but also shows a focus on comfort in the bow lounge area and the private head/shower in the console.

Major Features

- Bow and console lounges
- Three-across seating at the helm
- Choice of twin Yamaha outboards
- Full fiberglass hardtop
- Wide-body SeaV2 non-stepped bottom
- Standup shower and head in console



If a crewmember is fighting a fish or just wants to find a comfortable place to sit, it's easy to move fore and aft on the Grady-White Canyon 326.

Features Inspection

The Cockpit. Starting in the Canyon 326's cockpit, it measures 8' (2.44 m) across and 3'6" (1.07 m) fore to aft and has 2'2" (66.04 cm) of depth. Coaming pads ring the inwales and there's a two-person seat that folds inboard from the stern. In the aft port corner is a 32-gallon (121 L) livewell and in the center is a 318-quart (300 L) insulated fishbox. Taking a closer look at some details, the livewell has a cutting-board top and the hatch opens on a gas strut so an angler can use two hands to retrieve bait. Forward, on the aft side of the helm seat, tension hinges hold up the hatch for the optional second 38-gallon (144 L) livewell, eliminating the need for struts. Alongside is a sink with a cutting board hatch and storage for Plano-style tackled boxes plus a tool rack. Our test boat also had the optional drawer-style refrigerator. To port, our test boat had a side boarding door and aft to starboard is a gate that leads to the stern, including the swim platform and four-step boarding ladder. Just ahead to starboard, the battery switches and circuit breakers are in their own locker. In the starboard gunwale, there are racks for rods and long-handled equipment plus fresh and raw-water washdowns. Overhead, our test boat had the optional SureShade retractable sun awning.



The Canyon 326's cockpit shows the mix of fishing and cruising amenities from the livewell to the foldout seat and pull-up shower.



Showing the details we expect from Grady-White, the livewell hatch has a cutting-board on the hatch.



In addition to opening on a gas strut, the livewell hatch is a thick rubber gasket to keep it from rattling when closed.



In addition the accessories we see here, the aft fishbox has one more important feature, it is lighted.



To make the run to the fishing grounds more comfortable, a seat folds out of the stern.



The port cockpit door can be used for hauling in a big tuna or, a ladder can be installed to facilitate boarding for divers or snorkelers.



The hullside door to port makes it much easier for a spear-fisherman to get in and out of the boat.



The aft transom gate leads to the swim platform and four-step stainless-steel boarding ladder.



In the passageway to the stern is a pull-up shower.



For a larger cleanup job, there are fresh and raw-water washdowns in the starboard gunwale.



The rigging station includes dedicated tacklebox storage and tool racks on the inside of the cabinet doors.



Grady-White uses tension hinges on the rigging station livewell hatch, eliminating the need for a gas strut, which reduces clutter in a compact area.



To starboard in the cockpit, there's rod storage and notice the toerails that provide extra security for anglers.



The retractable SureShade awning could be a worthwhile option for folks who spend long days on the water.

Mechanical Locker. With the aft bench seat folded into the stern, a hatch in the cockpit deck opens on two gas-assist struts to provide access to the mechanical equipment. Inside are two battery sets and the charging system, twin transducers and thru-hull pickups with remote seacock handles. We would like to see Grady-White follow ABYC standards and double-clamp the hoses.

The Helm. At the Canyon 326's helm, the seats adjust fore and aft and have folding bolsters and armrests. Footrests on the base of the helm seats console fold out and abaft are two storage drawers. In the port side of the seat base there's a fold-out wastebasket. At the dash, the steering wheel is centrally positioned with the compass in-line and accessory switches on each side. There's a shallow cushioned storage tray on the top of the console. The vertical electronics flat has space for two 17" (43.18 cm) multifunction displays and outboard to starboard are the VHF radio and Yamaha engine display. Aft are the Helm Master joystick and digital controls with the trim tab buttons with an integrated position indicator just inboard. To the left of the wheel, there's a small compartment with a fiddle rail and USB plugs, the Fusion Apollo stereo and the optional bow thruster joystick.



The captain and two companions can adjust the helm seats to the individual's liking.



Fold-out footrests on the helm-seat console add to the comfort.



The wastebasket tucks into the helm-seat base so it's out of the way when it's not needed.



It's rare that we get to see a dash panel without the electronics, but this photo provides a look at the Canyon 326 in its base configuration.



Here we see the twin 17" (43.18 cm) multifunction displays set with the chart to the left and water depth to the right.



To the left of the wheel, there's a padded tray and USB plug to take care of charging smart phones.

The Hardtop. Taking a look overhead, it's easy to see that Grady-White engineers went the extra mile to make sure the hardtop frame integrates cleanly with the console and wraparound windshield. An electronics box is forward with zippered lifejacket storage aft. LED lights are integrated into the underside and aft are twin Fusion speakers. Forward, our test boat had the optional outriggers.



Our test boat's hardtop had the optional colored gelcoat to match the hullsides, which gives the boat a custom feel.



The electronics box in the hardtop can help save space at the dash.



The windshield wraps right around the hardtop stanchions, providing the captain with an unobstructed view.



Soft items such as lifejackets or towels can be stowed in the zippered compartment on the underside of the hardtop.

The Console. Forward of the helm, in the console, the private head has 6'2" (1.88 m) of standing headroom and clearance from the top of the toilet is 4'8" (1.42 m). Inside the compartment, there's a mirror, 12-volt DC switches and a recessed stainless-steel sink with a pull-out faucet. Grady-White also provides a rack for four fishing rods plus a storage drawer and dedicated slots for Plano tackleboxes.



The private head compartment has a seat that folds down over the toilet so a person can sit down and take a shower with the pull-up faucet.

The Bow. The passageway between the console and the gunwale is 21" (53.34 cm), an expansion of 4" (10.16 cm) compared to the space between the helm seats and the gunwale. A recessed rail leads forward to the bow area that has more of a cruising feel. The console seat measures 45" (1.14 m) across and optional bow lounges are 56" (1.42 m) long. Bow depth is 3'1" (.94 m) and a table can be set up in this area. Backrests for the bow seats fold into the gunwale for easier passage.

Remove bottom cushions for the bow seats and the area becomes a casting deck that measures 7'4" (2.24 m) wide and 5' (1.52 m) fore to aft. Insulated fishboxes have 180 quarts (170 L) of capacity. In the foredeck,

the anchor locker hatch opens on a stainless-steel strut and has a turn-and-lock latch. Inside are the Lewmar Pro Fish windlass, an 8" (20.32 cm) cleat for the rode, and the roller that leads through the stem. The switches for the windlass are on deck to starboard of the locker hatch.



The seat on the front of the Canyon 326's console has space for two and grabrails on each side if the ride gets bumpy.



With the backrest in place, the starboard bow seat is set up for forward-facing travel, while the port side is folded out of the way for easier passage to the stern.



An optional table adds to the versatility of the bow.



Beneath those comfortable lounges, the Canyon 326 is still a fishing boat at heart with twin insulated fishboxes ready for the day's catch.



The windlass is in the foredeck below a hatch, but notice that the switches are outside so the hatch does not have to be raised to use the grounding tackle.

Construction. Grady-White builds the 326 with all hand-laid fiberglass and a wood-free stringer and bulkhead grid backed up with aluminum supports. The boat is also filled with flotation foam to ensure that she is unsinkable.



All Grady-White boats are built with hand-applied materials.

Performance

The Numbers. The Grady-White Canyon 326 measures 33'1" (10.08 m) long with a 10'9" (3.28 m) beam and a draft of 2' (66 cm). Empty weight is listed at 8,500 lbs. (3,856 kg) and with two people, 210 gallons (795 L) of fuel and test equipment on board, we had an estimated test weight of 11,716 lbs. (5,314 kg).

With triple 300-hp Yamaha four-stroke outboards spinning 15 ½" x 17" (37.1 cm x 53.3 cm) SWS2 three-blade stainless-steel propellers at a maximum rpm of 6000, we hit a top speed of 49.0 mph. Best cruise came at 3500 where we saw 25.3 mph and a fuel burn of 16.5 gph, giving us 1.5 mpg and a range of 452 statute miles while holding 10 percent of the boat's 327-gallon (1,238 L) fuel capacity in reserve. For those interested in trolling speed data, we recorded 3.8 mph at 600 and a fuel burn of 1.2 gph, which translated into 3.2 mpg. At 1000 rpm, speed was 6.0 mph with a fuel turn of 2.6 gph for a mpg rating of 2.4. In acceleration tests, the Canyon 326 planed in 3.2 seconds and ran through 20 mph in 4.8 seconds and through 30 in 7.1 seconds.



The Canyon 326 gets close to a mile per gallon at 3500, 4000 and 4500 rpm so she can make efficient progress at a variety of rpm and trim settings.

Handling

Like all Grady-Whites, the Canyon 326 rides on the SeaV2 hull designed by C. Raymond Hunt. The deadrise sharpens gradually from the stern to the bow to create a bottom that provides even lift across the surface. She has a sharp forward entry to help the boat cut through waves. In our maneuverability tests, the boat acquitted herself well, carving smoothly through turns in either direction. The captain can get as aggressive as he wants and the Canyon 326 will oblige.



The bottom design is tried and true classic V-bottom.

Options to Consider

- Bow thruster
- Cockpit grille in lieu of sink
- Outrigger kits
- Ski pylon (in lieu of transom rod holder)

Observations

The Grady-White Canyon 326 has a big feeling to it, thanks to a beam that's about a foot wider than competitive models from Yellowfin and Contender. That enhances her fishing and cruising capabilities and creates a more comfortable boat.

Grady-White offers a Canyon 336 that's basically a foot bigger and maximum power is twin 425-hp outboards or triple 300-hp motors. The 326 is limited to twin 350-hp outboards, which helps keep the prices down on a boat that is more than capable of heading offshore.