

GRADY-WHITE CANYON 376 (2016-)



Brief Summary



Like other high-end big center consoles, the Canyon 376 comes well-equipped with a T-top that has an integrated tempered-glass windshield. Unlike many other boats in class, she has a cabin and a private head in the console. Highlights that Grady-White likes to point out for this model are the SeaV2[®] hull designed by C. Raymond Hunt & Associates. In addition to the drains in the cockpit and cabin, all the lockers empty overboard as well. No water is routed to the bilge. Most importantly, she is offshore-ready, which means she is capable of running to the canyons or over to the Bahamas with a high-degree of security.

Key Features

- Seating - lean bar mounted Command Elite horizontally adjustable contoured helm chairs w/deluxe cushioning & flip-up bolsters (3)
- Cherry wall w/mirrored storage cabinet, magazine rack & rigging access
- T-top - integrated painted aluminum frame w/radio box, hatch, storage net, LED spreader lights (3), tri-colored (red, blue, white) LED recessed lights (4), outrigger plates, stereo speakers (2) & wing curtains (ivory)

- 2 automatic bilge pumps (total 3000 GPH) (11,356 LPH)
- 100% hand laid hull & deck
- Integrated outboard mounting system w/swim platform & ladder
- Stereo system w/AM/FM tuner, MP3 auxiliary audio connections/amplifier, Bluetooth(R), remote control & fold down storage; speakers - cockpit(2), hardtop(2), console(2), and bow(2)
- Rigging station - lean bar station w/freshwater sink & 164-qt. (155.2 l) cooler
- Fish box - 291-qt. (275.4 l) aft insulated fish box w/lights (2) & ob drain
- Anchor windlass w/remote switches at helm & windlass

Specifications

LENGTH OVERALL	36' 7" / 11.15 m
BEAM	13' 2" 4.01 m
DRY WEIGHT	13,533 lb. 6,138 kg
DRAFT	29" 0.74 m
DEADRISE/TRANSOM	20 degrees (SeaV2® progression)
BRIDGE CLEARANCE	8' 6" 2.29m
FUEL CAPACITY	390 gal. 1,476 L

Engine Options

TESTED ENGINE	Currently no test numbers
STD. POWER	3x 300-hp Yamaha Four-Stroke
OPT. POWER	2x 425-hp Yamaha Four-Stroke 3x 450-hp Yamaha Four-Stroke

Captain's Report



Grady-White's Canyon 376 center console is built on one of the biggest hulls the manufacturer produces. It measures 36'7" (11.15 m) and has a beam of 13'2" (4.01 m).

Features Inspection

The Stern.

The Canyon 376 is built with an integrated motor bracket that doubles as a swim platform. It has a four-step boarding ladder to starboard and just ahead is a transom door. In the center of the stern is a 291-quart (275 L) insulated fishbox with two lights and an overboard drain. To port is a storage compartment with a cutting board on top of the hatch.



Even with three outboards, 13'2" beam pays off in many ways. She is one of the beamiest boats in class – by 1'8" or more.



The boarding ladder has four steps, something we often don't see.



Typical of the hardware we saw throughout the Canyon 376, the transom door closes with a heavy-duty latch.



The hatch for the aft fish box opens on twin stainless steel pneumatic struts and closes on a thick rubber gasket. It's capacity is 291 qts., it's insulated and self-draining.

The Cockpit.

Stepping aboard the Canyon 376, we saw plenty of drains for the self-bailing cockpit. Aft, a bench seat folds out of the transom and we liked that the coaming bolster for this seat is angled to create a more comfortable sitting position. The entire cockpit is ringed in bolster padding that makes it more comfortable to lean against while fishing. On each side, there are gunwale cutouts with rod holders, storage pockets and finished toerails. In the aft port corner, a small hatch opens to reveal the battery switches. In the center of the sole is a hatch that allows access to pumps and other equipment.



The finished toeralls in the aft cockpit blend in well, and anglers will be glad they are there when fighting a fish in a seaway.



The aft bench seat folds out of the way to open up the cockpit for fishing, and the in-deck hatch just ahead provides easy access to pump seacocks and equipment.



The fresh and raw water washdowns aft to port will facilitate cleaning the decks after a day of fishing.



The cockpit freshwater shower comes in handy for all sorts of things.

Prep Station.

Grady-White calls the Canyon 376's leaning post the "Deluxe Lean Bar," and we fully agree with use of the word "Deluxe." To port is a 41-gallon (155 L) livewell with a hatch that closes with two 316 grade stainless steel latches and has a clear acrylic center section. In the middle, a cleaver tackle box holder flips down and has a tray where riggers can secure a

tackle box. To starboard, a 164 qt. (155 L) cooler is standard, and it can be replaced with an optional second 41-gallon (155 L) livewell. Below are storage drawers and dedicated slots for tackle boxes.



The standard and optional livewells are shown with glass in the lids here.



The Deluxe Lean Bar can be ordered with an optional grill under the center hatch.



This lure holder has notches in the sides to keep artificial bait rigs at the ready.



In the base of the Deluxe Lean Bar, there are slots for tackle boxes and a storage drawer. Both of the hatches lock.

The Helm Seats.

In a boat this size, there's space abaft the console for three-across seating. The captain drives from the center with a companion on each side. Each seat has folding armrests and a bolster that also folds up, so passengers can choose between standing and sitting. There are two fold-down footrests below on the base of the seats as well as an angled step forward on the console that passengers can brace against. This console step is also hinged and opens a storage compartment.



Folding armrests, bottom cushions on the three seats, and the hinged footrests below ensure that the captain and two companions will be comfortable.

The Helm Station.

At the Canyon 376's helm, the steering wheel is centrally positioned with the engine controls to starboard and the trim tab buttons just outboard of them. Engine instruments and the compass are in a glare-killing black panel forward of an electronics panel that raises when needed and tucks back into the dash with the push of a button.

The windshield is tempered glass, and it has an electrically powered vent that opens to let in cooling air. Overhead, the T-top has an electronics or radio box, a storage net, red, white and blue



In this photo, we see the ducts for the optional air conditioning system and notice the small storage trays outboard of the engine gauges that could be good for cell phones. Yamaha's Helm Master EX with Full Maneuverability is standard to make joystick docking easy.



This panel that raises electro-mechanically from the dash panel protects electronics from the elements and from potential thieves.



The angled footrest on the console enhances comfort...



And beneath the hinged hatch, there's a locker that could be a good place to toss lines or other gear.



Above, the tempered-glass windshield is appropriate for the class of boat and below, the T-top comes standard with an electronics box, zippered storage, and LED lights.



At night, the captain can illuminate the entire boat with red, white, or blue LED lights with a flip of a switch at the helm.

The Cabin.

Moving forward, a hatch in the starboard side of the console provides access to the Canyon 376's cabin. Two steps lead down to a teak sole that looks good and is easy to maintain. A small galley to port has a stainless-

steel sink with a pull-up shower wand and refrigerator. Beneath a ventilated hatch is a VacuFlush head, and the boat has a 10-gallon (39 L) holding tank. A small lounge in the bow has a clever power backrest that raises with the push of a button to reveal a berth that sleeps two. There's vertical rod storage as well as flexible fabric pockets for stashing gear.



The cabin has a cozy feel with the lounge and galley.



Push a button and the backrest for the lounge lifts up to reveal the berth, which is large enough for two adults.



A drawer-style refrigerator that stays closed with a secure latch is a good idea for an offshore boat.



One of the many convenience items on the Canyon 376 is this USB plug in the cabin.



The upper panel in the cabin controls the stereo, the air conditioning, and the temperature for the optional refrigerated/freezer aft fish box.



These custom racks in the cabin have space for five rods, and there's open storage behind them.

The Bow.

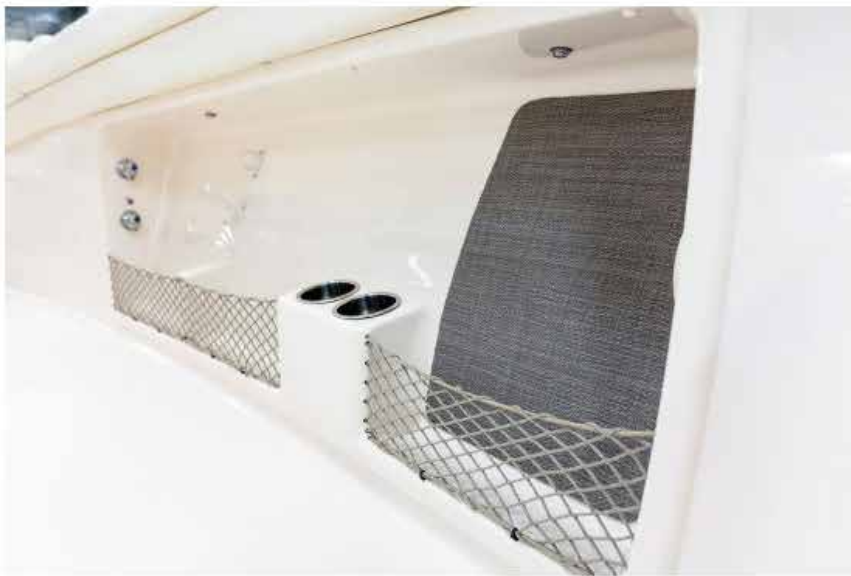
The front of the Canyon 376's console is angled at a comfortable riding position for passengers seated on the lounge that can accommodate up to three people. There are cushions on top of each of the two draining 263-quart (249 L) forward fish boxes and an optional casting platform insert with cushion. Aft of the forward fish boxes/seats, gunwale cutouts have rod storage and expandable pockets. In the foredeck, the boat comes standard with a windlass beneath a hatch and at seat base level, there's access to the rode locker.



The Canyon 376's bow mixes cruising and fishing well. The seat bottom and bolster cushions exhibit quality stitching while the console lounge is wide enough for three adults, and the bow rails are always within reach.



The fish box hatches open wide enough to make it easy to place and retrieve large fish and bags of ice. Each locker drains overboard and is insulated.



Grady-White calls these molded gunwale compartments "Rod Pods." They are on each side adjacent to the console. Just above is one of the ten rod holders on the boat.



A windlass and a stainless-steel anchor chute come standard on the Canyon 376.

Performance

Bottom Design.

Grady-White uses what it calls the SeaV2 hull on all its boats. It's a continuously variable V-shaped design that utilizes variable deadrise

measurements throughout the bottom. It sharpens from the transom (20-degrees) to about 30-degrees amidships and a steeper entry at the bow. The hull was designed by C. Raymond Hunt & Associates, which has more experience with deep-V hulls than any other naval architect.



Like all Grady-Whites, the Canyon 376 rides on the variable deadrise SeaV2 bottom.

Construction.

Grady-White builds the Canyon 376 with all hand-applied laminates. The boat starts with gelcoat backed up by vinylester resin. Each layer of fiberglass is laid by hand. There's no wood in the boat, including in the transom and stringers. Stringers are molded from fiberglass and proprietary composites, filled with flotation foam and encapsulated in resin and fiberglass. The composite transom on each new boat is reinforced with a solid aluminum transom-angle brace to distribute torque loads.



The Canyon 376 is built with composite coring for the stringers, bulkheads, and transverse braces, and the transom gets additional strength from these aluminum supports.

Engine Options

- Twin 350-hp Yamaha 4-stroke outboards
- Triple 300-hp Yamaha 4-stroke outboards
- Triple 350-hp Yamaha 4-stroke outboards

Individual Options

- Bow casting platform insert with cushions
- Flatscreen 19" LED-LCD TV with DVD player and audio/visual inputs
- Refrigerator/freezer aft fishbox with digitally-controlled thermostat and overboard drain
- Grill replaces lean bar sink
- Deluxe stereo system with AM/FM tuner, MP3 auxiliary audio connections/amplifier, helm subwoofer, Bluetooth®, remote unit & fold-down storage; speakers w/LED lights
- SureShade® electrically retractable shade with Sunbrella® canvas
- Electrically adjustable bow table package
- 41-gallon (155 L) livewell replacing Lean Bar cooler
- Outrigger kit 15' (4.6 m)
- Motorized bow table with cover

Observations

We like the fact that Grady-White equips the Canyon 376 with so many standard features including the T-top, trim tabs with indicators, a windlass, fish boxes and the head below deck. These are items that most buyers would want and not having to add each individual accessory makes the buying process easier. The ability to trim the outboards make the boat much more versatile. They give the Grady-White Canyon 376 an advantage in fuel economy over similarly sized inboards in that they make the boat significantly faster. She planes at relatively low speeds, which saves on fuel. Most important of all, she has been designed and built by Grady-White's veteran team of engineers who have decades of experience with these types of boats, and all of that expertise has gone into the Canyon 376.