



GRADY-WHITE CANYON 386

GRADY-WHITE TOTALLY OVERHAULED THE 376 MODEL TO CREATE A CAPABLE FISHING BOAT WITH LUXURIOUS APPOINTMENTS.

In the boating world, you sometimes come across an “updated” model that offers little more than a new hull color or some other insignificant changes. The Grady-White Canyon 386 definitely does not fall into that category. While it’s built upon the company’s existing 376 hull form, it is a very different boat.

Grady-White plugged numerous design elements from its flagship Canyon 456 into the 386 to give the boat a luxurious feel. The most notable change, however, is how large the 386 feels both inside and out. “You’ll find no other boat of its class with the magnitude of square footage that we’ve been able to create in our design process,”

said Grady-White product designer Christian Carraway.

Starting in the cockpit, Grady-White added a second dive door so there are now doors on both sides of the aft area. This gives the already beamy boat (13 feet, 2 inches) an even wider feel. Grady also moved the livewells from the leaning post to the transom, both to port and starboard. Having a 35-gallon bait tank on each side of the transom makes splitting up baits by species easier and puts the baits right where you want them when fishing off the stern. A 291-quart refrigerator/freezer box sits in between the livewells. A fold-away aft bench seat is handy for rides out to the grounds or a lunch break and stows when fishing.



LOA: 36'6"

Beam: 13'2"

Draft: 2'4"

Fuel: 410 gal.

Displ.: 14,950 lb.
(without engines)

Power: 3/450-hp
Yamaha XTO
Offshore

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By moving the livewells out of the leaning post, Grady-White was able to convert the area into a topside galley with an optional electric grill, sink, Corian countertop and tons of stowage. You can still use the area for rigging, as it has knife, plier and lure holders with storage for tackle trays, but when the rods are stowed in the rocket launchers, turn on the grill and cook up some burgers—or your catch. A retractable shade on the hardtop protects this area on hot days, making it even more usable.

The helm is completely reconfigured and, in my opinion, the most notable change from the 376. Grady-White moved the cabin entry from the side of the console to the helm area and installed a sliding door. It's much easier to access the head and berth below, as you don't have to step away from the protection of the helm to walk up the side deck and climb down the steps into the cabin.

The helm itself is all black with dual, flush-mounted 17-inch MFDs. It's sleek and streamlined, with push-button stainless switches. The outboard controls, joystick, cup holders and chargers are within easy reach and perfectly stationed. The steering wheel is on center, and the sightlines through the updated windshield, which is integrated into the hardtop frame, are wide and unob-



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structed. There are four helm chairs with bolsters and armrests—something you don't see on many 37-footers.

To create more space inside the cabin, Carraway says, Grady “narrowed up” the gunwales, but if he had not mentioned it, I wouldn't have noticed. The gunwales still boast a beefy grab rail and padded bolsters. But once you step down the curved stairs into the cabin, you feel like you're on a larger boat. The cabin is full of natural light, has plenty of headroom and includes a dinette that converts to a double berth, an enclosed head and a well-appointed galley. The use of teak and cherry throughout the space gives it a very high-end feel. A couple could easily spend a comfortable weekend in this space.

The bow was also redesigned and deftly combines comfort and fishing. The ergonomically contoured, 48-inch lounge forward of the helm is a comfy spot for two and has stowage drawers below. After a day walking the Fort Lauderdale International Boat Show, I immediately tested the lounge, and I can affirm it's the best seat on deck. Additional seating in the bow includes port and starboard lounges with electric, adjustable backrests that fold completely flat to create a large sunpad or casting deck. Insulated fish/drink boxes are accessed under the seats. An electric, high-low fiberglass bow table is optional.



The Canyon 386 is powered by triple Yamaha XTO Offshore 450s and comes standard with a Seakeeper 5 gyro-stabilizer. We were unable to run the boat at the show, but the 376 is a well-known fan favorite. With Grady's patented SeaV² hull design, the 376 cruises at 26 knots burning 32 gph and topping out at a highly respectable 52 knots. She drew quite a crowd at the Fort Lauderdale show—and we were not at all surprised. — *Charlie Levine*

