

THE CUTTING EDGE OF FRESHWATER BOATING
AUGUST 2018

Great Lakes Boating



POLE POSITION

SO THIS IS WHAT
1700 HORSES
FEELS LIKE

NEXT GREAT
LAKE ADVENTURE
ARE YOU READY TO GO SOLO?

5 FOR 5

THIS TUG HAS SEEN THEM ALL

Grady,

So this is what
1700 horses
feels like

It's no secret; the popularity of larger outboard engines is on the rise, especially for Great Lakes boats like the Grady-White Canyon 456. So naturally when Yamaha Marine announced the release of its biggest outboard to date – the XTO Offshore V8 5.6L four-stroke – Grady-White was interested in pairing this engine with its flagship model.

For those who haven't had the opportunity to board the Canyon 456, it's basically a luxurious center console sportfishing yacht.

At a recent Yamaha media event where the new outboard was announced, there was a wide selection of boats to test but it was the all-new Canyon 456 that was the talk of the dock as the select boating journalists in attendance patiently waited for a chance to get behind the wheel.

After a closer inspection the *GLB* magazine staff found the 45-footer to be incredibly spacious, technically sophisticated, and loaded with amenities not found on other outboard sportfishing boats. The 456 Grady is crafted with exceptional attention to detail and is superbly engineered for an entirely new level of elegance, plus it has by far the widest beam in the category.

Flagship Indeed

There's a reason this Canyon 456 is considered to be Grady-White's top-of-the-line model. Ease of use and technical achievement start with Grady's exclusive Sea Command Center—aesthetically striking, exceptionally comfortable, and offering an amazing assembly of technology. The starboard center seat accommodates the captain, who has an easy reach to the ergonomically arranged array of systems, electronics, and controls at the helm.

CZone digital switching technology enables one-touch control of onboard systems including power, electrical, lighting, heat and air conditioning—even the seacocks. A software application allows remote command of these functions from your phone! The helm also holds the FUSION Signature Series stereo system controls for the bow and T-top speakers. A separate FUSION Signature unit is located in the console cabin.

The entire helm area is covered by a stylish, sophisticated, enclosed AV2 T-top with an integrated wraparound windshield for maximum visibility and protection. Electronic side windows and a large

overhead hatch allow plenty of fresh air, when the heating or air conditioning system is not needed. This top includes a built-in SureShade electronically retractable cockpit shade, and LED spreader lights forward and aft.

Standing Tall

Seeing the massive size of the new 425hp XTO on a display stand at the Yamaha event was a little intimidating. It is Yamaha's largest outboard and it seemed to tower over anyone who posed for a photo with it. However, once we got out to the water the size of the outboard didn't appear intimidating at all. In fact even with four new outboards on the back of the Canyon 456, the Yamahas looked at home and not any bigger than any other outboard configuration we've seen on other boats.

The estimated weight of the new engine is 952 pounds (25-shaft version), 977 pounds (30-inch version) and 999 pounds (35-inch version). While shaving weight is a top priority for some outboard builders, Yamaha instead wanted to focus its efforts on ways to make the engine more durable instead of lighter.

Meet Yamaha



“The XTO Offshore is a naturally aspirated 5.6L V8 that was designed for a different application,” said Yamaha Marine group President Ben Speciale during the media presentation. “Development of the new engine started with a target propeller size for large offshore fishing boats. What we want to do is spin a bigger prop, and to spin a bigger prop you need a bigger prop shaft, diameter and gears, and much more displacement in the engine to give you the torque. We want bigger charging systems and integrated steering systems. The weight is the weight.”

Instead of shying away from any weight questions the media might have, Yamaha reps proudly stood behind the new durable engine and they’re confident it will be a hit with the targeted market they’re after.

“We’re pushing boats that weigh 30,000 pounds plus, so what’s 100 pounds? I don’t see it as an issue,” added Speciale. “The 350 was the same way. The engine is kind of heavy if you look at a boat of today, but if you look at a boat of tomorrow, it’s not heavy at all.”

If you divide 952 pounds by 425hp, you get 2.24 pounds per horse. Yamaha’s F350 has a power-to-weight ratio of 2.18 pounds per horse. The XTO Offshore makes its peak power at 5,500 rpm. (Yamaha doesn’t release torque specifications.)

“It’s easy to make horsepower,” Speciale said. “Durability is difficult.”





Continuous Vee

The Yamaha XTO makes a lot of sense on this Grady-White because it complements the manufacturer's proven hull design, the exclusive SeaV2. The SeaV2 is a "continuously variable vee" hull that delivers a soft and stable ride and unlike other brands, a SeaV2 hull design has no two places on the keel where the deadrise is the same. The vee continuously sharpens from the transom to the bow stem.

A SeaV2 hull with 20 degrees of deadrise at the transom will have around 30 degrees amidships—more than even the most radical older deep vee designs. The deeper vee forward means a softer ride when cruising deep into the Great Lakes. Less vee at the transom coupled with wide chines provides stability at rest and when trolling. All that's needed now is to add the power and this is where Yamaha comes in. Grady-White exclusively offers Yamaha outboards, a decision they made years ago and are completely satisfied with the dependability the engine manufacturer offers.

"Yamaha since its inception and throughout our experience with them has been an excellent partner," said Grady-White Vice President-Marketing Shelley Tubaugh. "When we first started packaging engines with them, early on, we found our customers were more satisfied with their Yamaha engines than with any of the other packages we offered and we carried four brands at that time. We decided to go exclusively Yamaha because we believe this partnership gives our customers the best overall boating experience."

Throttle Down

With a combined 1700 horses on the back, we just missed the 60 mph mark at wide open throttle on this boat that weighed approximately 35,000 pounds with the four outboards hanging off the back. With the two strakes and the chine of a SeaV2 hull we were able to cut through water while providing lift, stability and a drier ride. It's fun to watch the spray coming off the hull as you can actually see three bow wakes in smooth water. That's the individual deflectors working and this is the reason SeaV2 hulls run drier than boats with rounded sections that blow spray past the strakes and chines and into the cockpit.

Great Lakes Bound

Depending on how far from the Great Lakes you want to travel, there are at least 14 dealers that sell Grady-White boats. The Canyon 456 debuted earlier this year and as a staff we're already starting to see them on the Great Lakes. The popularity of this model on the larger bodies of water doesn't come as a surprise to the builder.

"Grady-Whites stand up to the tough conditions the Great Lakes can throw at you," added Tubaugh. "Talking with customers in the

area, they often tell stories of days that start out calm and sunny, but can suddenly turn into rough and stormy conditions. It's on those days the SeaV2 is especially appreciated and a boat like the Canyon 456 with a full height windshield and seven seats under the T-top can really be great to have! Plenty of room for friends and family in the bow and in the cockpit—it's a Great Lake dream boat!"



Helm Master

"The V8 XTO Offshore provides extreme performance for the biggest boats," added Speciale. "Combine it with the latest generation of Helm Master and Yamaha's CL7 Display, and you have benefits offered nowhere else."



StayPoint or FishPoint mode that allows on-the-fly precision adjustments with no need to exit the mode, just adjust and return.

Besides piloting the Canyon 456 at full throttle, the other thrill we received was playing around with the joystick steering system. We were able to change the heading in five degree increments by simply twisting the joystick each time. We were also able to position the entire boat in increments of 10 feet at a time without revving the engines and with very little effort at all.

Talk'n Torque

It's not possible to truly appreciate the amount of torque the new Yamaha outboard has until you put the throttle down for yourself. The new XTO OS propellers are made to complement the torque potential of the latest outboard and these propellers produce more thrust in both forward and reverse, using diameters from 16 to 17 1/8 inches.



Helm Master and the CL7 Display were updated to go along with the launch of the new XTO Offshore outboard. There is greater convenience and mobility with the Helm Master SetPoint suite of functions, including new software that allows fine-tuning of heading and/or position via the joystick while in DriftPoint or

Your Boat | Grady-White

The increased blade surface area is designed for moving big boats and in fact, if you really wanted to, I honestly believe you could swamp the back end of the boat if you gave it enough throttle while in reverse. That's just how powerful this new engine really is.

Tubaugh had a similar experience, "I was thrilled to have the opportunity to ride our boat at the Yamaha test event with the quad Yamaha XTO 425hp engines. I thought to myself, 'These engines were made for this boat!' The boat accelerated quietly and quickly, and rose on plane without the slightest bow rise."

Great Pairing

The new flagship Canyon 456 with the new Yamahas epitomizes Grady-White's storied legacy of 59 years of building comfortable, superbly engineered, superior quality boats built for the toughest conditions, shaped for the best ride, and fine-tuned for the highest fishing functionality.

"The sales to date have already exceeded our initial expectations, and we have others in the wings waiting for a spot," added Tubaugh. "We are pleased to have been able to build a large outboard fishing boat that embodies the entire core of who we are and what people expect from Grady-White and delivers the ultimate in boating satisfaction to its new captain, just like all of the Gradys that have come before her."

Of course adding quad 425hp engines will only increase the popularity as boaters curious to experience 1700 horses worth of power on this hull will surely be coming forward. ■



SPECIFICATIONS

Yamaha 425 XTO Offshore V8 5.6L

Engine:	Yamaha XTO
Horsepower:	425hp (Quads)
Induction:	Direct Injection
Displacement:	5.6L
Cylinder Type:	V8
Weight:	952 lbs
Lower Unit Gear Ratio:	1.79:1
Propeller:	XTO OS 16-3/8 X 21

www.yamahaoutboards.com

Grady-White Canyon 456

Beam Amidships:	14' (4.27 m)
Center Line Length w/o Engines:	45' (13.72 m)
Bridge Clearance:	10' 5" (3.18 m)
Cockpit Depth:	28" (0.71 m)
Hull Draft:	30" (.76 m)
Transom Deadrise:	21 degrees (SeaV2 progression)
Fuel Capacity:	616 gals. (2,332 l)
Weight w/out Engines:	24,500 lbs. (11,113 kg)

www.gradywhite.com ■

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