

GRADY-WHITE CANYON 271 FS

By Capt. John N. Raguso

Grady's Canyon 271 center console has enjoyed a fair degree of popularity among hardcore anglers since its introduction a few years back. Roomier, beefier and more seaworthy than the usual 25s and more nimble and fuel efficient than the typical 29- to 30-footers, this 27-footer fits into the perfect "right-sized" niche for a variety of inshore, near offshore and bluewater fishing missions. With its Sea V2 hull design taming unpredictable offshore seas, twin F300 Yamaha big-block four-strokes propel this burly sportfisher to a top speed in the mid-50s and she easily planes on one engine - a major plus for any offshore fishing boat. Although the original Canyon 271 was blessed with one of the most efficient angling layouts on the market, Grady dealers and customers wanted more. So this North Carolina boatbuilder listened and developed an interesting second-gen layout with even more appeal in the form of the 271 FS.

SWITCH-HITTER

Although the 271 FS can fish on a level playing field with her more singularly focused sibling, she also has a much softer side when it's time to pursue alternate waterborne activities. The FS version of the 271 trades in the huge free-standing coffin box of the original for a more socially ergonomic layout that includes a cushioned forward console seat with 67-quart insulated cooler down below, which is perfect to ice the day's drinks. Twin raised cushioned bench seats in the bow incorporate neatly engineered fold-away forward facing bolstered backrests that tuck seamlessly into position when not needed, to become an integral part of the amidships coaming bolsters. Each one of these forward benches will seat a pair of adults in typical sitting posture, or single adults in the reclined sun lounge position, also offering additional cooler storage down under with a pair of 85-quart fishboxes that drain their icy gurly directly overboard whether underway or at rest. You can add your own personality to the 271 FS mix with an optional table top and bow insert that transforms the forward section from a party deck into a fully functional bow casting platform in a matter of seconds.

FISHING FINATIC

When it's time to get serious and head offshore, Grady-Whites are typically the ultimate ergonomic fishing platform. Everything to the last detail is well thought out in the planning stages and the execution is usually top-shelf. The 271 FS is no exception to this rule. There are many things "Grady" that appeal to me as a small boat, big game bluewater charter boat captain. One of them is safety, and the Canyon 271 FS delivers big-time with a thigh-high 27 inches of cockpit depth; toe rails that enable you to get a solid footing when bending a rod, leadering or tagging your quarry; a true self-bailing cockpit that allows zero water to sneak into the bilge; a convenient insulated 198-quart in-transom cooler that drains its contents overboard via gravity, eliminating balky, inaccessible pumps; a solid 5,790-pounds dry weight that produces a solid, dry ride on its 20-degree aft deadrise SeaV2 progressive deep-vee hull; plus plenty of foam flotation. Other niceties include a rigging station built into the

Specifications:

Length- 26 feet, 10 inches | Beam- 9 feet, 6 inches
Weight- 5,790 (dry, without power) | Deadrise Aft- 20 degrees (SeaV2 progression) Draft- 23 inches (engine drives up) | Fuel Capacity- 186 gal
Max Horsepower- 600 (twin outboards)



lean bar that is equipped with a 42-gallon recirculating livewell, rigging station with freshwater sink, tackle storage center, up/down bolsters, cushioned backrest and a four-rod rocket launcher. There's a second 32-gallon livewell tucked into the port transom corner with recirculating option, a tuna door in the opposite corner, a roomy head area down below, plus 65 square feet of cockpit space that is waiting to take you and the crew on your next tuna tango.

SMOOTH OPERATOR

Even though twin big-block Yamaha F250s provide more than enough sea horses to get this burly sportfisher up and running with a 53-mph top end and a 2-mpg cruising speed at 3,400 rpm/30-mph spinning 17-inch pitch props, the savvy owner might consider opting for the twin F300s. Although these engines are both based on the identical 4.2-liter V-6 block, the 300 has different valve timing and fuel mapping that gives it extra push. This nuance allows the F300s to run 19-inch pitch props for added efficiency in the cruising speed band, in addition to enabling the big Grady to easily plane on one engine. Accordingly, the F300s will produce a top end of 56.2 mph, an optimum cruising speed of 30 mph at 3,300 rpm drinking 14.5 gph, for a net of 2.07 mpg. If there's one thing that I've learned about running these F300s on a variety of platforms, you definitely want to keep the engine speed under four-grand to maximize fuel efficiency and the performance report on this Grady supports my theory. Bumping the electric fly-by-wire throttles up to 3,500 revs will produce 32.6 mph at 17.2 gph for a net of 1.89 mpg; and at 4,000 rpm she will hit 37.5 mph at 22.3 gph for a net of 1.69 mpg, which is plenty of speed for heading out to your favorite bluewater fishing spot. The ocean only lets you go so fast. If you insist on rapid transit, advancing the twin controls to 4,500 revs will hit 43.1 mph on the GPS, but now you are consuming almost 30 gph and have reduced your fuel economy down to 1.44 mpg.

One of the most recent developments at Grady-White boats are its hull color - lots of them. The Canyon 271 FS is offered in a variety of classy gel coat color hues including standard white, Cape Gray, Fog Blue, Harbor Blue (paint), Sand, Sea Glass Green and Celestial Blue. Grady has hit yet another one out of the park with their new Canyon 271 FS. For more information, visit www.gradywhite.com.