

From The Helm

By Captain
Gail Christensen



OVERVIEW:

Beam: 13'2"
Length: 36'7"
Hull Draft: 29"
Maximum HP: 1050
Fuel Capacity: 344 gal.
Weight w/o Engines:
14,919 lbs.



Grady-White has updated the living space of the Express 370 with an expansive forward berth and cherry-enclosed storage areas.

Grady-White Express 370

Every time I've been in the market for a new boat, I've walked the boat shows and checked out all the brands—but I keep going back to Grady-White. When they came out with the new Express 370 with triple Yamaha 350s and Yamaha Helm Master control system, I decided to make it the fifth Grady-White I've owned, and traded in my Express 360.

One can learn an enormous amount about a boat from speaking with the people who designed and built it. With that in mind, my husband and I decided to make the ten-hour trek down to the Grady-White factory in Greenville, North Carolina last winter after

ordering the 370 Express. We were eager to see her progress and to shake the hands of the folks who built her.

As we entered the building, we were met by Shelley Tubaugh, Vice President-Marketing, who had planned a very inter-

esting day for us. Shelley introduced us to Joe Hunter, the engineering manager, who was to be our personal guide through the plant. Our first stop was to see the hull of our new 370 Express and it was breathtaking. As we walked on the new deck of the 370, we were greeted by the President, Kris Carroll and David Neese, Vice President-Engineering. They wanted to make sure that we were taken care of and that any and all questions were answered. It's a good feeling to know that the executives of Grady-White are so involved with

their customers and interested in learning what they want in a boat. I had sent down a Viking talisman to put into the fiberglass, an "ancient protection" symbol from Norway. They made sure that this talisman was put in a place that I would be able to see after the boat was finished. It's in a secret spot, and my Viking ancestors should be pleased! The time and effort they put into this endeavor reflects the care and concern that they have for the client as well as the product.

We do a lot of fishing from our boat,

but as the captain, what I really enjoy is driving the boat and letting my husband and our guests do the actual fishing. So while fishability was important to us, I was very particular about the driving experience, and Grady-White was very accommodating. They designed the helm layout based on my needs and feedback, and also allowed me to customize specific details, such as material choices and colors.

I took delivery of the new boat in April, and the upgrades from the Express 360 were notable. The Helm Master was placed in the perfect position so as not to interfere with the throttle. The helm area feels so ergonomically correct that I can't think of anything that isn't accessible and available when I need it. The cabin is first class, with larger cabinets as well as high-end appliances, which blend in perfectly with the teak flooring and custom banquet. Actual living space is very comfortable, and a week on the boat is not only enjoyable but luxurious.


A comfortable living space is very important to us because we use the boat to make long-range trips throughout Block Island Sound and New England. From our home on the North Fork of Long Island, we've made trips to Block Island, Newport, and Stonington, and we are planning a trip to Nantucket this fall. We also make regular trips to fish at Montauk and at Plum Gut and The Race. These can be big waters, but I am confident that the Sea V-2 hull can handle anything sent her way.

The Express 370 is a serious fishing boat. She comes equipped with two freezers, including a 291-quart aft-deck refrigerator/freezer big enough to keep any size fish fresh. The rod holders are numerous, and the livewell is in close proximity to the sink. Everything on this boat has been thought out, designed and laid out in ways that make sense in relation

to how fishermen function. The spreader lights are now LEDs, and the helm light switches from red to white at the touch of the fixture, which makes night vision much more comfortable.

I chose Raymarine electronics because I've had them in the past and found them to be very reliable. I went with the GS series because it's a hybrid screen—the touch screen can be difficult to use when the boat is moving, so I wanted the option to use manual controls. The HD open radar is exceptional, and the processor on the GS series is extremely fast. With two transducers, the bottom detail and images of wrecks and reefs are amazing. The electronics box on the Express 370 descends into the helm and locks securely when we're done for the day.

The performance of the triple 350s is significant over the triple 250s that I had. I get .9 mpg cruising comfortably at a speed of 31 mph at 3400 RPM, which is a significant savings. If I need the extra power, I've got it with a top speed of 53 mph at 3800 RPM.

The combination of Grady-White quality and design as well as the Yamaha Helm Master system make this boat not only a great ocean-going vessel but a boat that I'm very comfortable driving in close quarters. The Helm Master system is extremely responsive and the look on peoples' faces at the dock when I maneuver this big boat in a straight line sideways is certainly worth the price tag. I have to say that of the five Grady-Whites I've owned, this one is by far my favorite! 



A 291-quart refrigerator/freezer fish box is controlled by digital thermostat.