# TESTS (#2881)

## Grady-White Express 220

Express 330

investment offshore anglers make in their vessels, it's not enough to simply lay all the accouterments of a fisher's battlewagon on the keel as in the days of *Islands in the Stream*. Today, the fishing boat must tickle many palates, and no matter the angler's gender or fire for fishing, an express-style boat must be fitted with more than state-of-the-art fish boxes, livewells, strategically mounted rod holders and a bait prep station. Such a boat must nearly drip luxury and comfort, because who, after all, wants to go out for hours or days on the high seas, back braced against a hard bench or unpadded coaming, eating soggy subs and using a bucket for ... well, let's just say the less genteel necessities? Nobody. So Grady-White looked at the line drawings for this express

NOTEWORTHY

# Grady-White's Express 330 is beautifully equipped

for fishing and cruising. The retractable instrument panel keeps chart plotters and other electronics secure in port.

and found beautiful ways to make it more fishable, while offering greater comfort than on the no more manly but far less featured vessels of the storied times of Ernest Hemingway or Zane Grey.

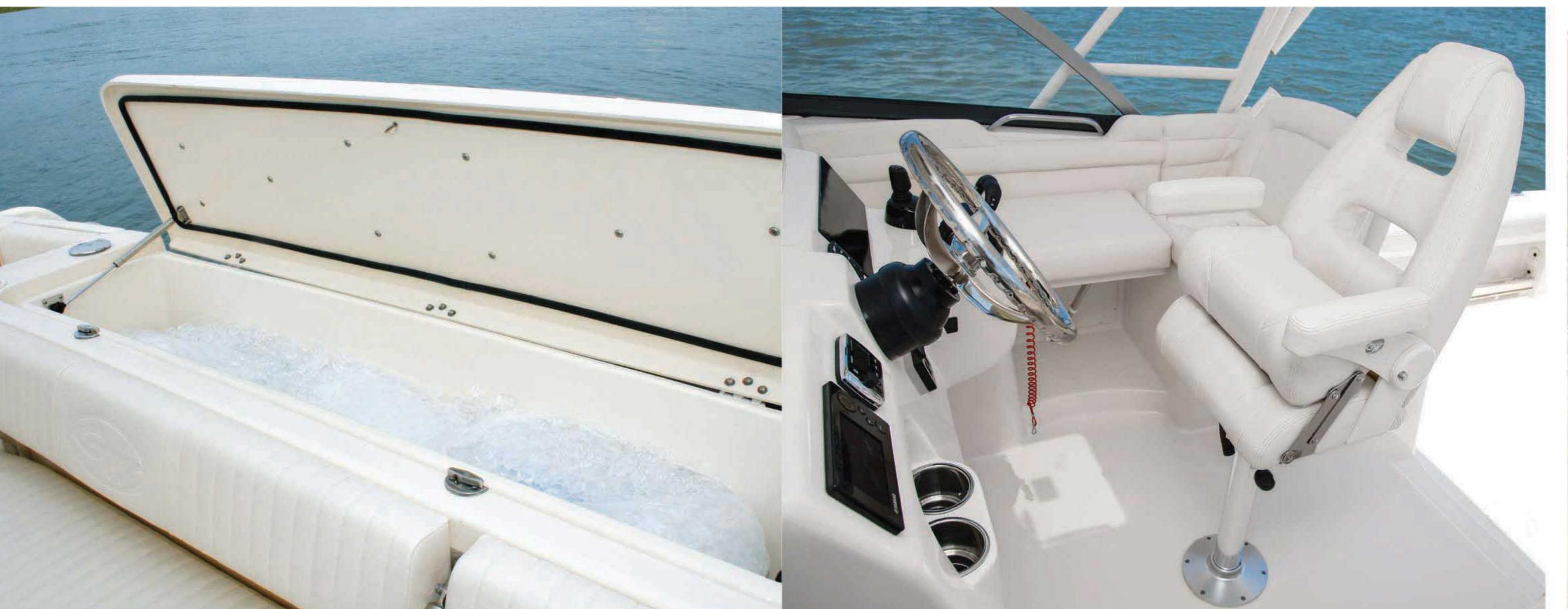
The Express 330 is among the most opulent, yet fishable, express boats we've tested. The new 330 lacks nothing for adventurous anglers, boasting an optional refrigerated fish box at the transom among other improvements. An optional Fischer Panda 4,200 kW genset below deck keeps refrigeration both for fish and refreshments fired

up. It also can power an air-conditioner with vents in the cockpit (optional at \$5,115) and the standard AC in the living quarters below for taking the steam out of a Gulf Stream day.

The cockpit provides a broad playing field for bringing big fish aboard. The sole is beautifully diamond-plated with fiberglass nonskid. Under-gunwale rod holders boast downrigger cannonball holders. Integrated toe rails styled into the rod and downrigger racks speak to superior planning for function and beauty. For long-range fishing, a transom seat extends into the cockpit and stows instantly

A standard fish box is on the transom. The helm is centered, surrounded by seating. Mother-of-pearl adorns the galley backsplash.







56 BOATINGMAG.COM APRIL 2015 57

### Grady-White Express 330



and easily with a flick of the arm.

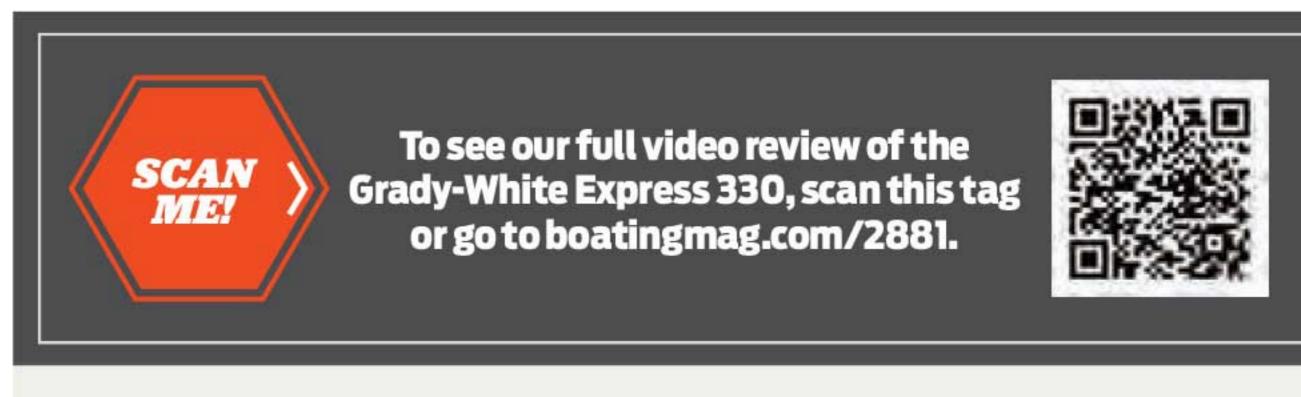
And stable at rest? Oh, my. Grady's building experience spans 50 years — and that in creating vessels for the most robust fishing conditions, nasty inlets, long offshore runs and changeable sea conditions. The Express 330 boasts the expected high bows of a Carolina-built boat, sure. But in mixed seas it has to be credited for giving solid footing that exceeds the expectations raised by its wide beam.

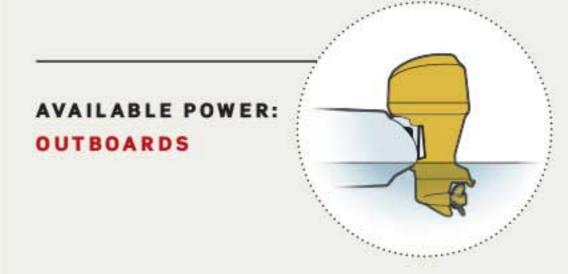
Grady-White's livewells are unsurpassable in proper aeration, thanks to a plenum that supplies water flow evenly from bottom to top, as in the one located in the starboard mezzanine. Its portside mezzanine rigging station provides a freshwater sink and three drawers for easy access to gear. For added durability, stainless-steel gas struts hold the lids open while in use.

Luxury continues in the command deck. Grady positioned the helm at the center, surrounding the skipper with luxury seating for his guests. The effect keeps the social nature of boating at the heart of any cruise and the skipper at the center of that. In a blend of luxurious bling and secure practicality, the electronics panel pops up electrically, giving ample space for dual chart plotters and VHF radio. If you run it down in port, the gear is secure, out of sight, to survive the nuisance of nefarious dock rats.

Luxury below deck is almost astonishingly elegant in simplicity. A portside galley sink is set in a cast granitelike surface surrounded with a fiddle rail to keep kitchenware from sliding off. Lighting is ample but soft, and the motherof-pearl backsplash is a 24-carat touch. The V-berth is easily accessed via a wraparound couch. Below it, to port, is another simple touch — a compartment ideally sized for three stowage containers. To starboard, the dinette settee converts quickly to a single berth. An aft cabin is so easy to access, the skipper might claim that and not the traditional forward berth as his own. A roomy fiberglass head compartment with shower, sink and china toilet adds the final touch to the luxury and comfort that enhance the extreme fishability of this opulent cruiser.

Ease of operation is the mantra of Grady-White, and so it makes special effort to give unobstructed access to livewell pumps through hull hatches and fuel filters. The only surprises we found in bilge access were seacocks located inconveniently below the aft berth rather than under the cockpit deck hatch. To be fair, that awkwardness could've been due to the addition of the genset. If you opt for that, and you'd need it to power the air-conditioner and refrigerated fish boxes while at sea, you'll find checking oil and other routine maintenance can be easily done, without hiring a washout from the Cirque du Soleil. Would Hemingway approve? Well, I'm sure he'd say, "Having ice for the whiskey is a damned good start." — Randy Vance





#### **High Points**

- Starboard side of dinette wraparound couch converts to a midship berth.
- There's easy access to the circuit breaker control panel to port of steps to the sole.
- Helm deck seating accommodates up to eight passengers.
- Fold-out transom seat functions smoothly and easily for maximum versatility and comfortable seating while on a cruise.

#### **Low Points**

- Some of the seacocks were accessible only via the aft berth belowdecks.
- Grady-White doesn't factory-install navigation equipment, leaving that to the buyer and dealer.
- ► LOA: 35'10" ► Beam: 11'7" ► Draft: 2'1" (motors up) ► Displacement (approx.): 10,840 lb. (plus engines) ► Transom Deadrise: 19 degrees ► Bridge Clearance: 9'10"
- ► Max Cabin Headroom: 6'2.5" ► Fuel Capacity: 331 gal. ► Water Capacity: 44 gal. ► Max Horsepower: 700 ► Available Power: Yamaha outboards to 750 hp

Price: \$404,450 (base price with test power)

#### **BOATING Certified Test Results**

	SPEED	)	EFFICIENCY					OPERATION	
rpm	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	angle	sound level
1000	4.39	5.05	2.90	1.51	1.74	451	519	1	69
1500	7.00	8.05	5.30	1.32	1.52	393	452	1	72
2000	8.56	9.85	9.10	0.94	1.08	280	322	2	77
2500	11.34	13.05	11.30	1.00	1.15	299	344	3	80
3000	17.94	20.65	17.80	1.01	1.16	300	346	4	84
3500	23.42	26.95	22.00	1.06	1.23	317	365	4	84
4000	28.20	32.45	28.20	1.00	1.15	298	343	3	87
4500	32.59	37.50	36.60	0.89	1.02	265	305	2	88
5000	36.28	41.75	44.20	0.82	0.94	245	281	2	90
5500	40.45	46.55	59.50	0.68	0.78	203	233	2	93
5800	44.01	50.65	60.00	0.73	0.84	219	250	2.0	94.0
MOST ECONOMICAL CRUISING SPEED									

#### **HOW WE TESTED**

ENGINE: Twin Yamaha F350 DRIVE/PROP: SWS XL SDS 161/4" x 17" 3-blade stainless GEAR RATIO: 1.73:1 FUEL LOAD: 75 gal. CREW WEIGHT: 330 lb.

Grady-White Greenville, North Carolina; 252-752-2111; gradywhite.com

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