

## The Grady-White Express 370: *A Grade Above*



If you're like most boat owners, you don't like surprises. And you want things to work when you step onto your boat; not just functionally but mechanically and electronically, too. That's why it's important to buy a pedigree boat. And when it comes to center console and express fishing boats, there is no finer pedigree than a Grady-White.

When you step on board a Grady, you know you are on a solid boat. Not just well manufactured but well thought out. Everything is where it should be, from seats, combing pad heights and bait tank location to built-in grill, cooler, fish boxes and the list goes on. As a fishing boat junkie, so many times when I peruse boats at boat shows, I find myself thinking, now why did they put that here instead of there? But on a Grady-White, there's no second-guessing.

That's because Eddie Smith, who bought Grady-



shown with optional starboard bench seat

White in 1968, was an avid angler himself and set about over the years and decades engineering fishy features into all Grady-Whites. Unless you've experienced blood on the decks, you would be hard-pressed to know all the nuances that go into making a true fishing machine. That's why I was looking forward to testing the 37-foot Express Cabin.

This is a boat that can take you and your buddies far offshore, to the back side of Clemente, to fish for bluefin tuna all day in comfort and style. And when you're done, you could drop anchor in Pyramid, fire up the built-in grill for some fresh tuna steaks and enjoy a cold one. Or, if you need to be back for an evening function, not a problem. Instead of firing up the grill, you can fire up the triple Yamaha 425s and make the crossing at 20 knots – or 40 plus knots – whichever you prefer. Even at 40 knots, you're kind of an afterthought for these engines.

Let's run through some of the fea-





tures on the Express 370. For starters, the helm station is impressive both in size and layout. It's big, it's beamy and it's functional, as you would expect in a pedigree boat. There is seating port and starboard of the helm chair, and the starboard side offers two built-in chairs, one facing forward and one aft so a person can sit comfortably under the hard top while facing aft and watching the jigs on the troll. That may not sound like such a big deal, but once you've had skin cancer, trust me, it's a nice feature to be part of the action but in the shade all day long. Electronics are mounted on a retractable enclosure that folds flush into the console, thereby keeping them fully protected when not in use.

The cockpit on the Express 370 is all business, and it's huge. If you put in a hoop, you could almost play a game of half-court basketball. Starboard and forward is a 48-gallon livewell with tackle storage. On the opposite side is the retractable grill, which you could also order as a second bait tank if so desired. There's a 291-quart refrigerator/freezer insulated fish box built into the transom that's big enough to hold hundreds of pounds of fish – or additional groceries for an extended island stay – and a side cockpit door with retractable swim ladder.

Down below is a full galley with microwave, stove, refrigera-



tor, sink and Corian countertops. There's also a freezer drawer with ice maker. Nothing like being able to serve hot fudge ice cream sundaes to make a boat feel like a yacht. Opposite the galley is a dinette with seating for four, and aft of it, a surprisingly large private head and shower area the size of which you would expect only on a much larger boat. Forward is a V birth that sleeps two, and aft of the galley area is another double bunk area to climb back into.

Performance-wise, the Express 370 that we tested will burn a gallon an hour at 20 knots. That's pretty darn good for a boat this size. The triple 425s will do anything you ask of this boat, including hold it in place in that perfect spot away from the kelp paddy when you engage the joystick with built-in GPS, or for docking into a



tight spot when you need to crab the entire boat sideways. Cruising speed on the Express 370 is sort of whatever you want it to be, depending on your fuel budget. We hit 55 mph in two blinks of an eye.

A few more noteworthy features are the flat screen on the helm deck for catching a football game on the troll, an impressive 344-gallon fuel tank and a very comfortable 13 foot, 2 inches of beam. But what truly sets the Grady apart from other boats in its class are the remarkable Ray Hunt designed SeaV2 hull and the boat's beautiful fit and finish. The glass work, deck hardware and hinges are all

exceptional. That's what I mean when I say you don't want any surprises – except pleasant ones – which are all you will find on the Grady-White Express 370. ■

## **SPECIFICATIONS AS TESTED**

**Length: 36' 7"**

**Bridge Clearance: 10' 9"**

**Beam: 13' 2"**

**Transom Deadrise: 20 Degrees**

**Draft: 29"**

**Fuel Capacity: 344 Gallons**

**Weight w/out engines: 15,244 lb**

**Horsepower: Triple Yamaha 425s**

