

GRADY-WHITE Adventure 218



History guides this reimagined classic walkaround.

BY JOHN WOOLDRIDGE

When the legendary Eddie Smith purchased Grady-White Boats in 1968 from Glen Grady and Don White, who founded the company in 1959, he clearly had in mind the needs of families who loved boating and sportfishing in the sometimes wild, open waters of the Carolina coasts. Smith's reputation for building rugged and seaworthy coastal fishing boats grew rapidly. Unsinkable foam flotation, self-bailing cockpits and insulated, overboard-draining fishboxes were but a few of the features that anglers asked for and got. It wasn't until the 1974 New York Boat Show's introduction of the company's pioneering walkaround cabin model — called the Grady-White Hatteras 204-C Overnighter — with its fore- and side-deck encircling walkways around a protective cuddy, that boat owners realized how family centric the Grady-White name had become.

PHOTOS COURTESY OF GRADY-WHITE

GRADY-WHITE ADVENTURE 218

SPECIFICATIONS

LOA (w/ swim platforms): 23'3"
Beam: 8'6"
Draft: 1'4"

Weight (hull only): 3,650 lbs.

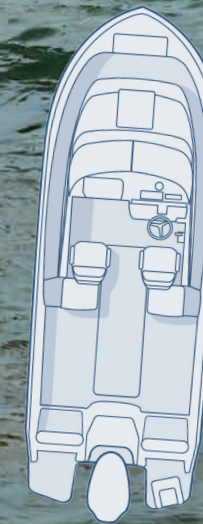
Fuel Capacity: 100 gals.

Water Capacity (optional cockpit shower): 10 gals.

Power: 200/250 hp Yamaha Four-Stroke

Base Price: Contact dealer

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Spectacular fit and finish everywhere. Standard equipment is very complete and is of highest quality. Options are limited, but are well chosen for those desiring some personalization.



A taller forward windshield would add more protection for the helmsman and companion in case of sudden showers.



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THE RIDE'S THE THING

Even the earliest Grady-White models paid requisite homage to local waters with well-flared bows typical of Carolina-built sportfishing designs, and were known for a dry ride when wind and waves kicked up. In the early 1990s, the company collaborated with the renowned C. Raymond Hunt & Associates to develop the SeaV² hull shape, a continuously variable V-shape that begins sharp at the stem and changes to slightly flatter surfaces aft, ending in a still-significant deadrise angle at the transom of 19 degrees or more.

This was forward thinking from Smith and his colleagues at Grady-White, who had seen the future and knew that included higher-horsepower outboards and faster speeds for experienced owners. Paired with two substantial lifting strakes on either side of the centerline and two significant chines, all of which begin near the raked stem, the hull shape added to the company's reputation for building dry-running boats that produced a comfortable ride for the owners and crew across a wide range of wind and wave conditions.

THEN AND NOW

Compared to the 204-C Overnighter, the all-new Adventure 218 is the next evolutionary step forward in form and function, with advanced engineering and state-of-the-art technologies brought to bear, producing a family oriented design offering more space, comfort and amenities than ever before. With its wide, highway-legal beam, the Adventure 218 offers interior space that will be the envy of every

owner in the 21-foot range. Swim and dockside boarding platforms flank an engine well meant for a single, high-output Yamaha Four-Stroke outboard. Twin aft seats are equipped with Grady-White's patented swing-open backrests for easy boarding, with a deep, four-step swim ladder on the starboard platform.

Step down from the seat and into the cockpit, which is a safe 25 inches deep and equipped with bolsters, and the family boating features multiply rapidly. Bottom cushions of the rear seats are mounted to locker tops that flip over to self-store and add solid, non-skid footing for standing and casting. An optional pop-up ski pylon adds to the fun potential for towed water toys, but stores flush and out of the way when fishing takes the forefront.

Horizontal rod racks are found along both sides under the gunwales, six in all, as well as four in the gunwales, while the optional, stylish and well-built painted aluminum hardtop offers four more in addition to a storage net, spreader lights, and plates for radar and outrigger mounting. Two forward, aft-facing seats in the cockpit house 100- and 106-quart fishboxes port and starboard, respectively, with overboard drains. There is an option for the port fishbox to be converted into a 25-gallon livewell. In the cockpit sole, there are two dry storage lockers that lift out for easy access to batteries and pumps.

COMMAND AND CONTROL AHEAD

Without a doubt, the amount of comfort for the helmsman and companion are key to the success of the Adventure 218. A pair of comfortable, deluxe

seats are standard, though upgraded seating that includes more adjustment and, in one case, flip-up bolsters, will be wise option choices. Grady-White designers have included a larger console for flush-mounted electronics, along with a factory-installed stereo system with touch-screen, Wi-Fi and Bluetooth. A compass, tilting stainless steel wheel with steering knob, and controls for the hydraulic trim tabs are standard.

Also standard are a canvas Bimini top with front and side curtains and boot, but the optional hardtop will likely add functionality for many owners. Stainless steel footrests and a companion seat grabrail add comfort and security.

CUDDY COMFORT, FOREDECK FUNCTIONALITY

Besides providing a shaded, well-ventilated place for youngsters to get out of the sun during a long day on the water, the Adventure 218 cuddy provides clear sitting headroom for tall adults. And while it doesn't offer the kind of volume to include a private head compartment, the cabin door provides instant privacy for those needing to use the standard portable head (with an optional deck pumpout) beneath one of the seats.

Foredeck cushions are a thoughtful option for those who want to relax in the sun when the Adventure 218 is at rest. And while there is an anchor locker in the bow to keep the hook out of sight and mind, Grady-White offers a stainless steel bow roller for those who routinely need quick access to secure ground tackle.

PERFORMANCE

There are two reliable power choices for the Adventure 218, both made by long-time propulsion partner Yamaha. According to Yamaha and Grady-White factory test data, the 200 Yamaha Four-Stroke can offer a 39.4-mph top speed at 5900 RPM and an optimum cruise of 24.5 mph at 4100 RPM. Fuel consumption at optimum cruise is 7.6 gph, or 3.2 mpg. For those requiring more power, the 250 Yamaha Four-Stroke can offer a top speed of 45.3 mph at 5900 RPM, and an optimum cruise of 29.7 mph at 4000 RPM. Your results may vary, depending on loading, bottom condition, and other factors, naturally.

Whichever power you select, and whatever options you find most appealing, expect a wonderful experience afloat in the new Adventure 218. The Grady-White crew is dedicated to continuing the name that has become a legend over many decades of commitment to excellence. ★

