

BOAT TEST

By Capt. Tom Serio

GRADY-WHITE CANYON 386

One tough boat that's lasted the test of time.

Grady-White Boats is a recognizable brand thanks to its rich history and longevity in the boat-building world. Nestled in Greenville, North Carolina, Grady-White was founded in 1959 by Glen Grady and Don White. These men started building lapstrake-style wooden boats, but by 1968, they had a tough time converting to the new-back-then fiberglass building processes. Mr. Grady and Mr. White ultimately sold the company to a young Eddie Smith who successfully changed the business, helping it thrive over the years to the present day. The rest is, well, history.

With over 60 years of experience, Grady-White still builds elegant, tough offshore fishing boats. It's a name that gets respect and notoriety. These boats get heads to turn. And Grady's latest entry into the Canyon model line, the Canyon 386, will certainly get some looks.

Introduced in late 2023, the Canyon 386 is a grown version of the former Canyon 376. It may not seem much of a jump in size, but the increase exponentially adds more space, more features, more performance and more fun.

GRADY-WHITE

ZOOM, ZOOM, ZOOM

With gleaming triple Yamaha XTO Offshore 450 5.6L outboards in classic white that matched the hull, these powerplants delivered blistering wide-open speed at 60.9 mph during our sea trial (average of reciprocal courses, and slightly better than Grady-White's numbers).

You can't run that speed all day, especially when the fuel burn rate is 117 gph. But dial it back to a more respectable cruise of 30 mph and you'll sip only 30.3 gph. Enjoy a sunset cruise at 17.5 mph and the burn rate is 21.2 gph — much easier on the wallet. No matter what your need for speed is, these Yamahas deliver whatever you dial in.

Supporting these big engines is the exclusive SeaV² hull. Grady-White incorporates its water-impervious composite stringer system and transom into the hand-laid fiberglass hull, which is designed to maximize efficiency while offering a soft and stable ride. On the Canyon 386, the deadrise at the transom is 20 degrees. Moving forward, the deadrise progresses to a sharper V-style, tightening up at the bow. A sharp bow entry allows the boat to slice through waves and not just bounce over them. In calmer waters, the bow can lift, thanks to dual running strakes that extend from the bow aft, and the boat runs on the relatively flatter hull surface aft, increasing speed while maintaining control. Additionally, the hard chine gives stability and reduces side rolling. Bow flare throws bigger waves outward while adding lift, resulting in a very dry boat. Boaters don't usually head out when conditions are rough, but when the weather changes, you know the hull is working to get you back to port safely.

Additional control comes from the bow thruster and stability from the standard Seakeeper 5 gyroscopic stabilization system.

CREATURE COMFORTS

Grady-Whites are meant to be fished, and they do it well. Port and starboard transom raw water livewells are 35 gallons each, insulated and with lights. Full column distribution is by 1,500-gph pumps. Rod holders are seemingly everywhere, even on overhead storage racks and on the T-top. With the in-deck 149-quart fishboxes and 291-quart insulated transom box, your catch should keep. Add in the 18-foot carbon fiber outriggers and side cockpit doors for boarding people or fish. Walk-around single-level decking makes this a true full-access center console fishing machine, including a bow casting platform.

Named the "Deluxe Lean Bar," the 386's central station can be used as a rigging station thanks to the Corian counters, freshwater sink, knife/pliers holders and storage drawers all around. With the optional grill, you can cook your catch right there.

Tucked away across the transom is a cleverly hidden fold-out bench seat with cushion and backrest. Forward is an open bow with seating along the sides that includes electronically actuated backrests to convert the benches into lounge seats. A hi-low center table lowers to install a filler cushion, creating a large sunpad area.

On the front of the console is a two-person contoured, diamond-stitched luxury lounge with a grabrail and three armrests. This may be the best seat in the house!

All around the boat is padded coaming that's about thigh high, perfect for leaning into a fish.

NAME GAME

As the name suggests, you might be running out to the canyons for deep-water fishing. When I boated out of Long Island, New York, the closest canyon was about 40 miles south, with Hudson Canyon an 80-mile stream. For rides like those, you want to be comfortable and not have the boat beat you up before you arrive at the grounds. Well, the 386 takes care of that with four (yes, I said four!) individual Command Elite helm seats, each with bolsters, plush cushions, armrests and footrests. The seats and helm are protected by the solidly framed T-top with lights and an aft SureShade retractable shade. A full-frame laminated glass windshield has an electric vent and port and starboard side frameless windows. This setup offers great protection from the elements.

My test boat was a demo model, so there were no electronics installed other than the Yamaha Vessel Monitoring System display for the outboards. Owners can choose their favorite electronics package and have that installed at the dealer.

DOWN BELOW

The real surprise is the lower cabin; it's well appointed for a weekender, has ample headroom and AC. Starboard is a galley with an overhead microwave, glass shelving, a Corian countertop, a fridge and a stainless steel sink. Forward is a V-berth that converts into a dining area thanks to the drop-in cherry table. A 24-inch LED TV is to port. Aft is the enclosed head with VacuFlush toilet and shower.

You can opt for hull color, canvas package-top underside color, electrical tables or a few other options. Either way, the Canyon 386 will deliver what it always has: Being a great, tough boat. ✦



▶▶
WATCH THE VIDEO AT
LAKELANDBOATING.COM



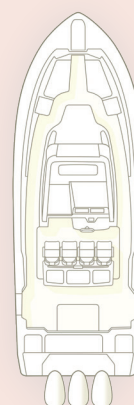
GRADY-WHITE CANYON 386

SPECIFICATIONS

LOA: 36'6"
Beam: 13'2"
Displacement (w/o engines): 14,950 lbs.
Draft (hull only): 2'4"
Fuel Capacity (gas/diesel for gen):
410 gals./23 gals.
Water Capacity: 44 gals.
Power: 3 x Yamaha XTO Offshore
450 hp 5.6L outboards
MSRP: Contact dealer
GRADYWHITE.COM

DEALERS

South Shore Marine
SOUTHSHOREMARINE.COM
Desmasdon's Boat Works
DESMASDONS.COM
Drummond Marine
DRUMMONDMARINE.COM
Jerry's Majestic Marine
JERRYSMAJESTIC.COM
Mega Powersports & Marine
MEGAPOWERSPORTS.COM
The Boat House
BOATHOUSEH2O.COM



I really like the cabin features.

The ride at wide-open is steady, true and fun to drive.

There's plenty of cockpit space for fighting fish.

Side boarding doors are a plus!

The machine space below the cockpit has easy access to filters, pumps, plumbing, etc.

The 5kW diesel generator is a plus — and a must.



Would benefit from an aft-facing seat to watch the lines.

