

Grady-White 300

One of the company's most popular walkaround models, the Marlin also helped build Grady-White's excellent reputation. **By Chris Caswell**

FIRST INTRODUCED IN 1989 AS THE 280 Marlin, this walkaround has been one of the most popular fishing machines ever produced by Grady-White. Unlike some builders, Grady-White works to continually improve its boats, so a number of small and large changes have been made over the course of the production run of this model, which is almost two decades. In addition, many of the decision makers at Grady are serious anglers, and their input is reflected in the Marlin. That's another reason fishermen value these boats so highly.

The Marlin's original hull was a SeaV, a variable deadrise design by C. Raymond Hunt Associates. It was updated to the SeaV2 hull in 1994, but both designs are prized by fishermen for their soft ride. The original hulls were designed for V-6 power, but the horsepower rating for the hull has increased over the years from 450 to 600 hp. Most Marlins were rigged with Yamahas because Grady has had a pre-rig agreement with that engine manufacturer. With a pair of 225-hp outboards, the Marlin will top 35 knots and cruise comfortably at 25 knots.

In 1995, when the boat was renamed the 300 Marlin, the cockpit was redesigned with a rear bench seat and removable cooler. The cockpit is all business, with ample deck space and high coamings for security. The skipper has a good view from the raised bridge and the helm has space for fishing electronics. Later models have an aft-facing bench seat and 32-gallon live well, plus a tackle station behind the helm.

Down below, there's a V-berth with dining table that doubles as a settee, and a big quarter berth tucked under the bridgedeck. Headroom is about 6'2". A compact galley is to port,

while a stand-up enclosed head with shower is opposite. The cabin has extensive storage, as well as four overhead rod holders. Options found on some boats are a generator (usually Kohler or Fischer-Panda) and air conditioning. Since the genset is diesel, it requires a separate tank that makes refueling more complicated.

Grady-White hulls and decks are hand-laminated. Stringers of marine plywood are encapsulated in woven fabric, and the system is guaranteed not to rot for the life of the boat. End-grain balsa is used above the waterline and, a surprise in a boat this size, there is positive foam flotation throughout the unsinkable Marlin.

It's an expensive boat initially, but the 300 Marlin holds its value well. Thanks to Grady-White construction and the thoughtful features on the 300 Marlin, it's a good buy on the used boat market. ☺

GRADY-WHITE 300

SPECIFICATIONS

LOA	32'7"
BEAM	10'7"
DRAFT	1'7"
DISP.	7,500 LBS.
TRANSOM DEADRISE	19.5 DEGREES
WATER	39 GALS.
FUEL	306 GALS.

GRADY-WHITE BOATS
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COCKPIT GEAR: Later models of the Marlin were built with a bench seat aft, a live well and a tackle station.

WHAT'S SHE COST? Here's a sampling of prices around the country for the Grady-White 300 Marlin.

- **\$62,900.** ALGONAC, MICH. A 1994 model with Yamaha 250-hp outboards, bowthruster, radar, GPS, autopilot and full galley.
- **\$72,000.** BELLINGHAM, WASH. Built in 1996, with 225-hp Evinrudes plus Honda trolling motor, GPS, radar, trailer and Avon RIB.
- **\$126,500.** SAN DIEGO, CALIF. A 2001 model with low hours, 250-hp Yamahas, Kohler genset, air conditioning and cover.
- **\$134,000.** SOUTHOLD, N.Y. Built in 2002, it has a hardtop, cockpit enclosure, outriggers, electronics and air conditioning.