

UNNAMED — GRADY-WHITE



Builder: GRADY-WHITE

Year Built: 2013

Model: Center Console

Price: PRICE ON APPLICATION

Location: United States

LOA: 23' 0" (7.01m)

Beam: 8' 6" (2.59m)

Max Draft: 1' 6" (0.46m)

Cruise Speed: 28 Kts. (32 MPH)

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SPECIFICATIONS

Overview

Very clean and nicely cared for, this 230 Fisherman has low hours on an F300 Yamaha. Lowrance HDS9 color GPS/Plotter/Fishfinder, Icom VHF Radio and Fusion stereo with helm remote. Folding stern seat, transom livewell, built in tackle storage. Leaning post with flip-up bolster seating, and rocket launcher backrest. Aluminum frame T-top with t-top rocket launcher and LED Spreader light. Frameless windshield, built in radiobox and RED/White LED Dome light. Potti (with deck pump out) located inside of the lighted console. Cooler seat in front with cushion top. Moulded in forward seating with storage beneath. Forward seat cushions are being kept in storage, but will convey. Tandem axle Load Rite roller style trailer with disk brakes on 1 axle, and LED lights is included. Custom Full boat cover also included.

Basic Information

Category: Center Console

Model Year: 2013

Year Built: 2013

Country: United States

Dimensions

LOA: 23' 0" (7.01m)

Beam: 8' 6" (2.59m)

Max Draft: 1' 6" (0.46m)

Clearance: 9' 9" (2.97m)

Speed, Capacities and Weight

Cruise Speed: 28 Kts. (32 MPH)

Cruise Speed Range: 42

Max Speed Range: 260 Kts.

Displacement: 5000 Pounds

Holding Tank: 5 Gallons

Fuel Capacity: 120 Gallons

Accommodations

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Yamaha

Model: F300XCA

Engine Type: Outboard

Fuel Type: Gas/Petrol

DETAILED INFORMATION

Helm

- 360 degree view
- Lowrance HDS9 color GPS/Plotter/Fishfinder
- Icom VHF Radio
- Stainless steel tilt steering wheel with knob
- Yamaha electronic throttle and shift
- Bennett electric trim tabs
- Double wide leaning post with flip-up bolster
- Lockable overhead Radiobox
- Red/White LED dome light
- Overhead life jacket stowage
- Frameless windshield
- Built-in cupholders
- Fusion stereo head unit
- Fusion helm remote
- Fire extinguisher
- Rocket launcher backrest
- T-top rocket launcher
- LED spreader light
- 12 volt charger port

Deck and Cockpit

- Built in Livewell (stbd stern)
- Folding stern seat
- Battery switch (dual batteries)
- Built in storage drawers
- Under gunnel rod racks to starboard and to port
- Salt water wash down with coil house
- Port side swim platform
- Folding swim ladder
- Full custom boat cover

Independent Review

Over the past few years, Grady- White has been concentrating on building bigger and better boats than ever, as evidenced by the incredible new Canyon 366 center console. But for 2010 angler/entertainer boaters who still want the option of trailer-ability will

have the Fisherman 230 to cheer about. **Unique Factor** Some sub-23-foot center consoles more closely resemble bay boats in stature, but our initial vibe upon stepping aboard the Fisherman 230 is that this baby is built like a tank. And we were right; this industrial-strength wonder isn't going to wimp out when things get a little rough. That's not really surprising considering Grady-White's home waters are the treacherous Outer Banks off North Carolina's coast. Weighing just a little more than 4,000 pounds, this 22-foot, 8-inch center console weighs only 43 pounds less than the nearly 25-foot-long Advance 257, a boat I've personally had the pleasure of thrashing around in the open ocean. With tall gunwales and a built-up bow with a generous Carolina flare, this mid-size center console looked big and fished big with 58 square feet of cockpit fish wrestling room. **Performance** This is the first Grady-White to be designed specifically for Yamaha's new V-6 Offshore series of four-strokes. It's rated for 300 horsepower and is made for one large engine, which on our test boat is the 4.2-liter V-6 flagship, the F300, which weighs an incredible 246 pounds less than the previous V-8-based F300. Grady-White took even more weight off the stern by moving the batteries to the center console, which contributes to its excellent balance and improves holeshot. We clocked the 230 to plane in 4.2 seconds, and the Yamaha showed its midrange strength as we cruised to 30 mph in 7 seconds. Many people will opt for the standard power, which is the F250 that Yamaha tests showed reached a top speed of 44 miles per hour. Our 300 horsepower test boat reached a top speed of 47.2 mph, and the motor seemed like the perfect fit for this model. Fuel numbers proved what we've said before: More horsepower can actually give you better fuel economy and will preserve the life of your motor by not having to run it as hard. According to Yamaha test reports, at a leisurely loafing rpm of 3500, the F300-powered model gets 3.15 mpg while running at 27.4 miles per hour. The 250 horsepower version, which weighs the same as the F300, has to run at 4000 rpm to go 28.4 mph and gets 2.78 mpg at its best cruise speed. **Handling** One thing that hasn't changed is Grady-White's Sea V2 hull, which is a variable deadrise hull that's like a series of wedges. Deadrise starts off at a very sharp 56 degrees at the entry and continuously tapers off to a still robust 20 degrees at the stern. We tested the Fisherman 230 on a snotty day in Miami in February. With a little up-trim we rode very level and used the sharp entry to cleave through the chop. The ultra-sharp hull tended to heel over a bit when crossing large wakes, but it quickly rights itself thanks to the aforementioned wedges and we continued smoothly onward. Using the Yamaha Command Link Digital Throttle Control, we could quickly add and subtract power, and with the Offshore V-6's great midrange punch, staying in control in rough conditions was easy. Recessed hydraulic trim tabs with indicator lights come standard and allowed us to quickly correct for beam seas. Despite its heft, we could whip the 230 around in a very tight controlled turn with the only hint of ventilation coming right at the end. We experienced no sign of bow steering, which can be frightening in following seas. At trolling speeds, the wide 8-foot, 6-inch beam helped us remain level and very stable. **Best Uses** As the name implies, the Fisherman 230 is geared for fishing enthusiasts, and it gives anglers everything they need within easy reach. The tackle boxes are built into the optional leaning post, and there are even more drawers aft. The transom is a traditional cutout engine well instead

of the bracket-like, fold-down transom more commonly seen these days. This allowed Grady-White engineers to place a 35-gallon livewell on the starboard side of the motor, but surprisingly it's an option. Unlike many other boats with this engine orientation, there's no notch in the transom that would allow following seas aboard uninvited. Anglers will see this arrangement as a plus because you won't have to lean way over to maneuver fish around the engine. The sole is all one height, so you don't have to step on stage to chase down fish that are trying to spool you. When you want a casting platform, there's a filler section that bridges the gap between the twin forward 101-quart fishboxes/dry storage compartments. These boxes feature overboard drains and have optional cushions so when you shift into entertainment mode there's plenty of seating, and with the filler cushion you have a great sunning platform. Just in front of the console is a 65-quart Yeti cooler upgrade that has seating for two, and to add even more passenger capacity there's an available flip-down stern bench seat that preserves fishing space when not needed. **Preferred Setup** Grady-White delivers a well-equipped standard fishing machine, but to take it to the next level you need a few options, such as the leaning post with flip-up bolster. The console gives you plenty of room to upgrade electronics. Our test boat is equipped with the Raymarine C-120 and Yamaha's new gauge package that has an easy-to-read 5-inch color LCD monitor. On top of the console is a deep well with nonskid for all the small junk we anglers like to bring along. Your main must-have option is the lightweight T-top and radial outriggers that compact telescopically. For lazy bottom fishermen like me, the optional windlass means you can try more than one spot. If you want to troll skiers there's a ski tow bar, which also makes it easier to board via the optional swim platform. The head compartment is roomy with stand-up clearance for tall passengers, but to properly equip it, be sure to get the pumpout head option.

Exclusions

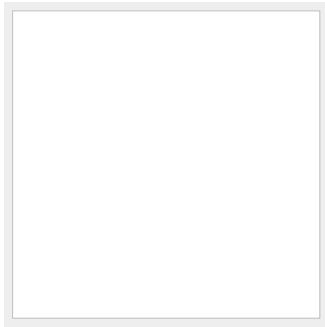
Owner's personal belongings.

Disclaimer

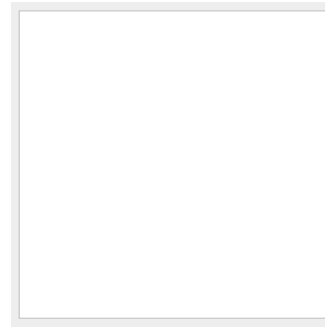
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PHOTOS

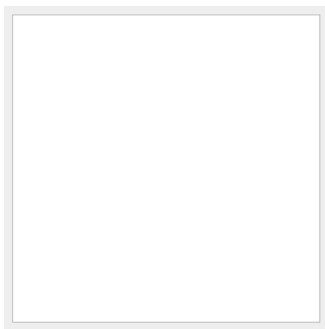
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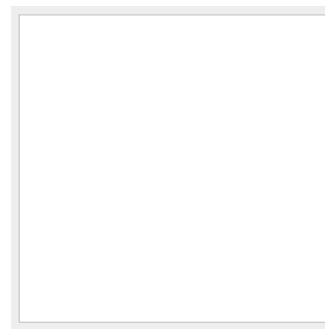
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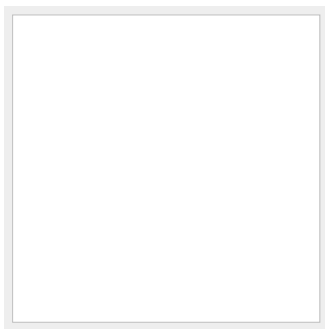
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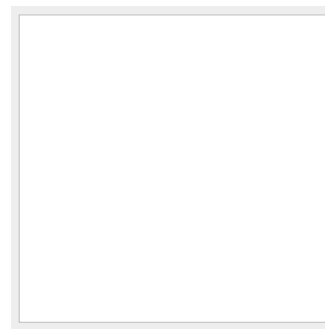
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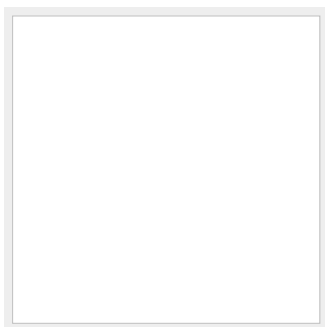
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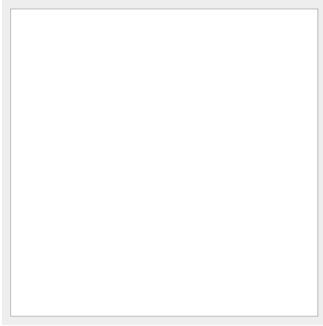
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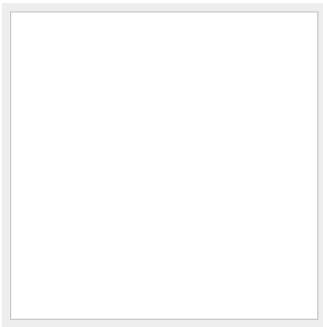
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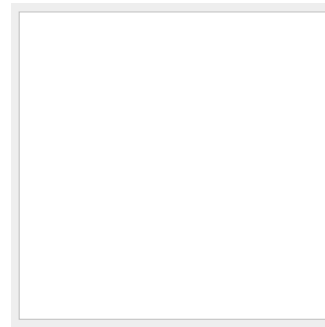
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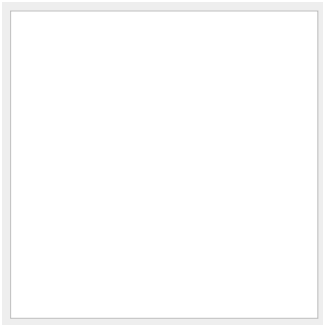
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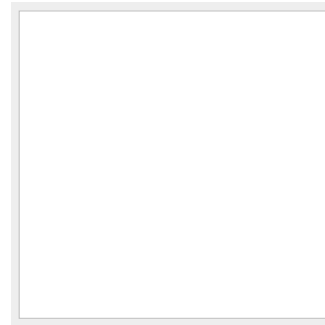
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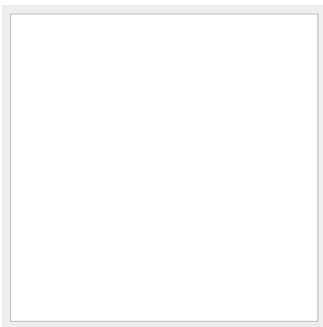
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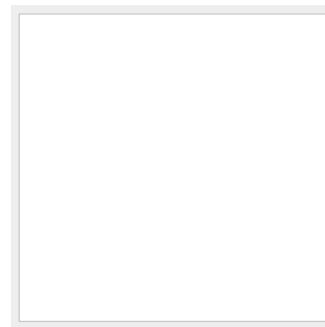
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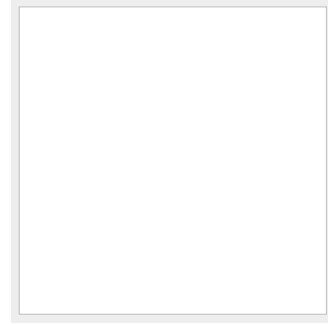
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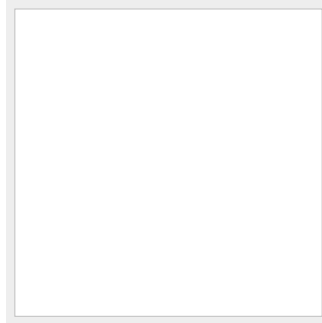
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CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: **andrey@shestakovyachtsales.com**

Web: shestakovyachtsales.com/en/

Telephones

USA: **+1(954)274-4435**

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



Harbour Towne Marina, 850 NE 3rd St, STE 213, Dania, FL 33004