

# SOUNDINGS

REAL BOATS, REAL BOATERS



## Grady-White Express 340

**A popular model is redesigned to improve space, stowage and traffic flow.**

By Charlie Levine

The team at [Grady-White](#) has never believed that “if it ain’t broke, don’t fix it.” Why wait to make changes that could improve the product? The latest case in point is the Express 340, which replaces the Express 330 that debuted in 2001 as the company’s first outboard-powered, express-style cabin boat. Grady-White has built more than 1,200 of these vessels.

In the updated Express 340, the builder keeps the boat’s classic, beautiful lines with the signature broken sheer, but expands the cabin space, adds stowage throughout, incorporates more comfort features and moves the helm to starboard to create a spacious bridge deck and better flow from the forward V-berth all the way to the transom.

When I stepped aboard the Express 340, the cockpit felt much larger than the boat’s predecessor. Grady-White installed port and starboard hull doors, making it easy to board no matter how the boat is tied up. One of the cockpit standouts for me was the portside mezzanine seat. It’s much more than just a seat. It has a fold-down bolster so it can act as a leaning post when you want to watch the lines. There are three drawers below the seat, one of which is a slide-out step to help you hop up onto the seat. Once you’re seated, it makes a great footrest. The other drawers can be used for tackle.



*Another sleeping area is amidships behind the floating stairs.*

The mezzanine backrest folds down to create a work station with a Dekton counter and reveals a smart, lighted stowage spot for wine bottles or anything you need to keep secure. To starboard is an outdoor prep and rigging area with a sink and Dekton counter. Options here include an electric grill and refrigerator.

Because the 340 has the two side doors, you don't need a transom door. That design frees up a ton of space to create a fishing transom with a bolster running the full length, from corner to corner, to give the boat a real sportfish feel.

The transom also houses a 32-gallon live well, a 166-quart fishbox that can be refrigerated, and another stowage compartment with an auxiliary sink. There's also a pull-out cockpit shower and a fold-down transom seat that stows out of the way when fishing.

"Owners really love the versatility of the side doors," said Christian Carraway, Grady-White senior product designer. "Whether boarding from a floating dock or the dive ladder, or gaffing a fish and pulling it through, you can now do that on either side of the boat. We also added a second fuel fill so when you're refueling the boat, you can dock the 340 on whichever side is most convenient, and you have a door along with the fuel fill."

The Express 340 has a single 340-gallon fuel tank that eliminates the need for a fuel selector valve. The swim step has plenty of room to access the engines, with two Yamaha power packages available: triple 350s or twin 450s. With the 350s, expect a 26-knot cruise burning 27 gallons of fuel per hour, and a top end just shy of 50 knots. The 450s offer a similar cruise speed and a top end of 45.6 knots.

One of the boat's biggest evolutions is the raised starboard helm. By moving the helm from centerline to starboard, Grady-White was able to create more usable space on the bridge deck and incorporate a centerline entrance to the cabin. The operator still has unimpeded sightlines of the bow and transom, and the helm becomes a design focus, with teak accents and a black dash that can hold two 19-inch multifunction displays. It's sleek and functional. The contoured captain's chair is situated so the skipper's right hand comfortably reaches the throttles, while the left hand can access all of the switches at the dash.



*In the cabin, the forward lounge converts to a berth.*

The portside dinette also has great sightlines, and the adjustable table drops to create a double lounge with a filler cushion. And don't worry about sweating, because this enclosed area is a fully air-conditioned space.

For nighttime cruising, the hardtop has accent lighting to give the space a classy look without blinding the skipper. Grady-White integrated life-jacket stowage into the hardtop, as well as four rod holders for 7-foot rods. You can really let the air flow through this space with the windshield vent and a hatch above. The after end of the hardtop has more rod stowage, as well as handholds right where guests are likely to need them.

The cabin door slides open and out of the way for a clear entry. Natural light floods the cabin space through a large skylight and oversized hatch. With more width and headroom than its predecessor, the Express 340's cabin has a V-berth that seats five people with custom backrests. It converts to a double berth. Grady-White chose oak finishes on the cabinetry and a seagrass-like accent material to give the cabin a high-end feel.

The galley has a cooktop, sink and fridge. The aft berth underneath the helm is open thanks to floating stairs and a wide entry area. The open entry makes it a comfortable, well-lighted sleeping space for two people, or a great spot to squeeze in a nap.

A skylight brightens up the head, which has an oak fold-down shower seat and a designated shower faucet rather than a pull-out sink fixture. There's also a VacuFlush head and a vanity mirror that has integrated stowage.

More gear and personal items can be stowed in a built-in compartment under the cabin floor, in cabinets around the dinette and under the cushions.

The Express 340 rides Grady-White's trademarked SeaV<sup>2</sup> hull shape for a soft, stable and dry ride. This boat is ideal for families looking to spend a weekend aboard playing and cruising, or for taking the crew out to the rip for some trolling and a chance to fill that fishbox.

With the updated Express 340, Grady-White has shown once again that with focus and dedication, you can make a good boat better.

**LOA: 36'1"**

**Beam: 11'7"**

**Draft: 2'3"**

**Displ.: 14,781 lbs.**

**Fuel: 340 gals.**

**Power: (3) 350-hp Yamaha outboards**

*This article was originally published in the March 2026 issue.*

**SOUNDINGS**  
REAL BOATS, REAL BOATERS