



# Keeping it simple

Integrity's entry-level 320 Express Sedan combines all the ingredients for a safe and smooth cruise with a roomy, beach-house ambience in the saloon.



By John Heselwood

Integrity has created a niche in the displacement cruiser market by 'keeping it simple'. Its Integrity 320 Express Sedan is an entry-level boat priced **€198.00**. In terms of value for money and volume of boat, Integrity says there is nothing else in the marketplace for that price and I reckon it is right on the money.

"It is a coastal cruiser, not just a bay boat," said Integrity. "It is a seaworthy boat and even though we have not yet taken it out in the open ocean, the day we bought it down from the Port of Brisbane we had 30 knots of northeasterly wind, and anyone who has been in those conditions on Moreton Bay knows that's not pretty. I won't say it wasn't rough, but it showed that the boat could handle those sorts of conditions."

With a displacement weight of 7500kg (10,000kg when loaded), the 320 Express Sedan's overall length is 9.75m (32ft), the beam is 3.72m (12ft), and the draft is 1.1m. There is full keel protection to the propeller and shaft.

It carries 500lt of water and 980lt of fuel, which gives it a 650km range at a cruising speed of eight knots while using 10 to 12lt/h.

Previous pages: Integrity has fitted a lot into less than 10m in overall length.



Boarding the Integrity 320 Express Sedan is via the full-width FRP (fibreglass reinforced plastic) and teak-grate swimplatform, with boarding transom gates on either side. A foldup swimladder in the centre makes getting back onboard easy after a dip and a freshwater hot/cold shower is neatly tucked away beside the ladder and will extend to the cockpit.

While the cockpit is not huge, it is a good size for a 32ft boat. There is a seat for two, maybe three, across the back and, with a couple of moveable chairs, six people could enjoy the atmosphere of the aft deck. The backrests on

*It is a coastal cruiser, not just a bay boat ...*

the rear seat are neatly wrapped around the rail across the transom and storage space is plentiful under the bench seat.

This boat had teak flooring in the aft cockpit, which is an option that is well worth considering as it gives the 320 a bigger-boat look. A large lazarette to the starboard side will take care of ropes, fenders, fishing gear and other items. An optional freshwater deckwash is available.

Above and left: A light and airy galley and saloon with panoramic vistas all around.



Two large opening doors fold away to port and starboard, opening up the saloon to the cockpit. In the next model, the back of the galley will have a swing-up window to create an alfresco dining atmosphere. The doors are very solid, to say the least ... in fact, everything on the 320 is solidly made.

### ROOMY

One of the 320's standout features is the room in the galley and saloon. To port as you enter is the food preparation area with a Caesarstone benchtop and stainless steel sink with single-lever tap. On the opposite side is another Caesarstone benchtop area with a 140lt Waeco fridge underneath. Storage is certainly no problem as there are 10 drawers of all sizes.

While there are no cooking facilities built in, the bench space would allow for electrical frying pans or a microwave. A barbecue is offered as an option.

Forward, to port, is the saloon, with L-shaped seating around a folding table where, with the two movable chairs from the cockpit, you could cater for six comfortably. The table can be lowered to convert this area into a double berth. Forward of here is the chart table.

To starboard is the helm area, which offers 360-degree vision for the skipper via the large surround windows. The big console has plenty



Above: In true trawler fashion, the 320 has 360-degree safe walk-around decks and high stainless steel rails.

Right: The bright and fresh forward cabin.



of room for gauges, engine and thruster controls, and large-screen electronic systems. Standard fittings include two fuel tank and water tank gauges (there are also sight gauges on all tanks), and switches for navigation lights, the twin windscreen wipers and the anchor winch.

The saloon/galley/helm area has a stonewash American oak, vinyl timber-look floor. This is a custom, limited-edition colour interior for the first 320, with the traditional teak interior also available.

Down below is a very liberal forward cabin with a separate cubicle shower on the starboard side and a separate cubicle toilet on the other, both with full-height headroom.

"We have gone with the modern feature-tile look in the shower, like we see in homes," explained Peter Hill. "We have the same homely look in the toilet area with the vanity unit, mirror, and Caesarstone benchtops."

The island bed is quite large and – with cedar-lined wardrobes on both sides, lots of little cupboards and shelves in every available space, drawers under the bed in the front, and lift-up storage forward of them – storage space is not an issue.

As in the shower and toilet cubicles, non-opening horizontal portholes allow for natural

... six people could enjoy the atmosphere of the aft deck.

light, while a forward hatch in the front cabin and a hatch in the saloon give great ventilation through the boat. The 320 has LED lighting throughout.

### NICE AND NEAT

Entry to the engine room is via a hatch in the centre of the saloon floor – this area is nice and neat with everything easily accessible.

Standard engine for the 320 is a 150hp John Deere 4045T four-cylinder turbo-diesel. Upgrades are the 225hp John Deere, or a 280hp Steyr, as fitted to the test boat. The standard John Deere 4045T should push the 320 along at a top speed of 10 knots, compared to 12 knots with the Steyr.


The test boat also had optional bow and stern thrusters installed; a must for any single-screw cruising vessel. Trim tabs are also an option.

The Integrity 320 Express Sedan is a true trawler-style boat, with 360-degree safe walk-around decks with high, solid stainless steel rails

Above: The cockpit is a good size for a 32ft boat and includes ample storage.

all around and well-positioned grabrails. The deck hardware is solid, like the rails, with two big cleats on the bow, two amidships, and two aft with fairleads. A chain locker to starboard of the anchor platform provides more than enough space for the chain required for serious cruising.

The hardtop extends aft to cover the cockpit, also providing a perfect platform for a small inflatable forward of the radar mast.

The biggest thing about this model that stands out for me is the volume of boat from bow to stern. For a 32-footer there is nothing I have seen that comes close. It is certainly great value for money and, above all, Integrity has again kept it simple. 



Above: The big helm console has plenty of room for additional hardware.

Right: The transom/swimplatform design is multi-functional and allows for easy access.

Integrity 320 Express Sedan	
Length:	9.75m
Beam:	3.72m
Draft:	1.1m
Displacement:	7500kg
Engine standard:	150hp John Deere 4045T
Engine option:	225hp John Deere/280hp Steyr
Fuel capacity:	980lt
Water capacity:	500lt
Range at cruise:	650km (approx.)
Construction:	Hand-laid fibreglass
Price as tested:	
Price from:	€198.000
More information:	<a href="http://www.integritytrawlers.nl">www.integritytrawlers.nl</a>

